

AUTO EXPRESS

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NEW T-ROC FIRST VERDICT

Brilliant VW now makes more sense than a Golf

DRIVEN THIS WEEK

MG TARGETS SKODA

Can new MGS6 SUV win space race?



FORMENTOR VZ5

RS 3 power for UK-bound Cupra



TESTED BEST BARGAIN SUVs

£26k Ford Puma Gen-E takes on electric Suzuki Vitara

NEW 1,139bhp SUPER-SUV

The Cayenne EV that outpunches a 911



PLUS
WE TEST AUDIO
UPGRADES
Are premium stereos worth it?

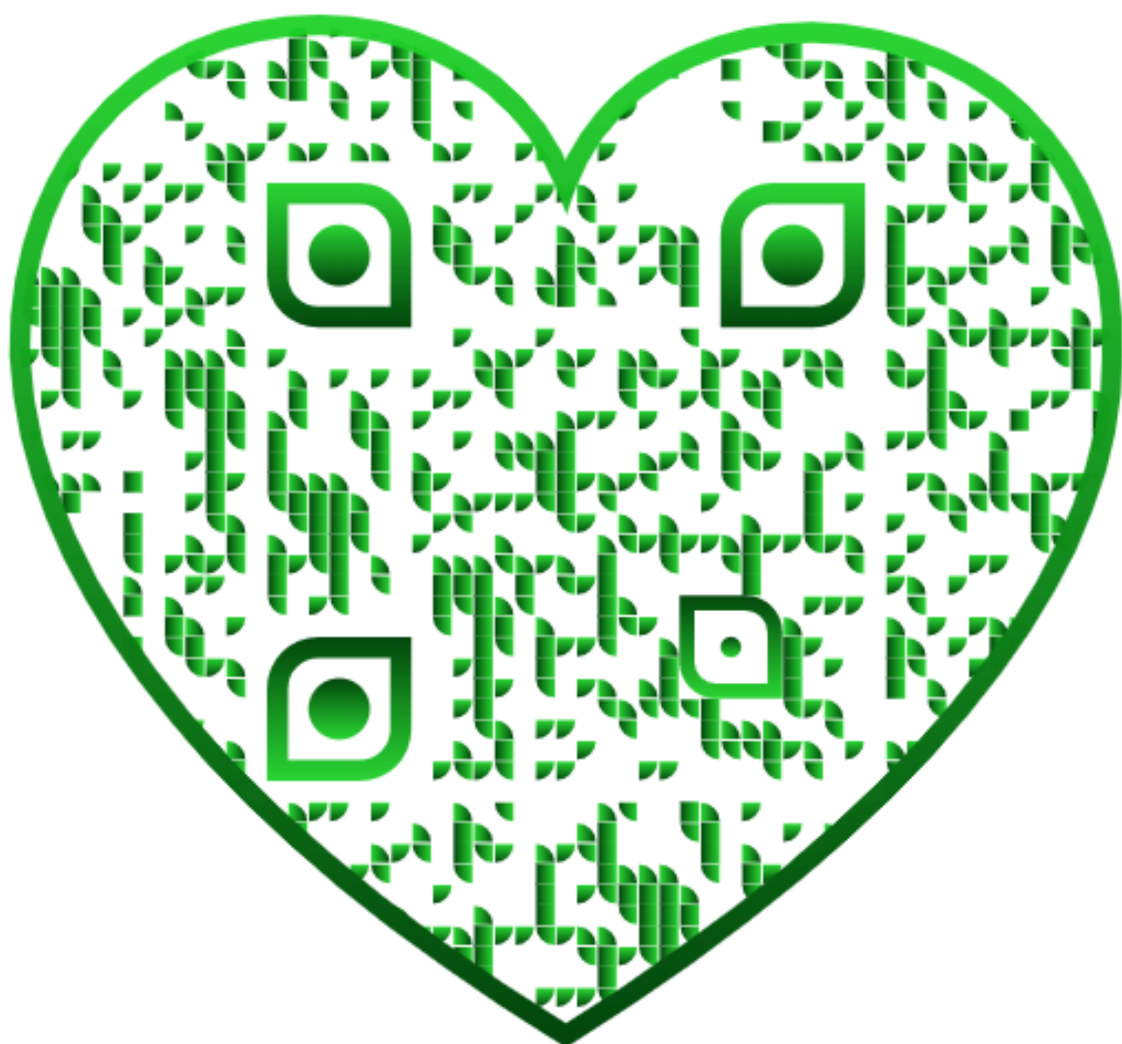


KOREA'S SHOCK SUPERCAR

Watch out, AMG: Genesis GV60 Magma revealed in full



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VOLVO

ES90



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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds
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THIS WEEK



IF all the Chinese brands we'd never heard of aren't enough for you, now the car makers we thought were long dead in the UK are making a comeback. As well as TVR's latest rebirth, which you have to take with a pinch of salt because there have been so many false starts in the past, Mitsubishi has decided that five years is too long and that it missed the British car market after all.

Its 2021 exit from the UK was part of a cost-saving plan for the troubled brand most famous for hulking 4x4 Shoguns, plus super-fast Evo saloons that stretched across 10 generations between 1992 and 2016. During that time, the rivalry with Subaru's Impreza was as fierce as any in the industry.

The return will be overseen by an importer called IM Group, which ironically already handles Subaru in the UK, as well as Isuzu, Great Wall and Xpeng. It manages the spare parts business for older Mitsubishis still on the road, and has plenty of expertise in small-volume niche cars.

But it's hard to see where the opportunity is for the marque, in what is a far more crowded market than the one it failed to make an impact in last time. Those Chinese brands are hungry for success, and while Mitsubishi has yet to confirm what models it will bring over, they're likely to be the ones built as part of its alliance with Renault. A rebadged Clio (the Colt), Captur (the ASX) or Symbioz (the Grow – yes really) won't excite buyers unless it's really cheap. And even then, there are lots of other affordable options already here.

Plans will be firmed up in 2026, and it will be interesting to see if buyers have missed Mitsubishi, and are prepared to return to a brand which must prove all over again that it's around for the long term. One thing in its favour could be how Chinese newcomers have seemingly changed attitudes. The rate that buyers have been taking the plunge on cars from firms they hadn't even heard of a year ago has surprised many in the automotive industry, and shows that UK consumers don't appear to be as badge-loyal as was once thought.

The long-standing marques are increasingly leaning on their heritage, and maybe a new brand that's actually an old brand might have a chance of sticking around this time after all.

"IT'S HARD TO SEE WHERE THE OPPORTUNITY IS FOR MITSUBISHI, IN WHAT IS A FAR MORE CROWDED MARKET THAN THE ONE IT FAILED TO MAKE AN IMPACT IN BEFORE"



PAUL BARKER

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EDITOR'S VIEW

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 all the latest new car news





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TOP STORY VW T-Roc



**Jordan
Katsianis**

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AEK VOLKSWAGEN'S success in Europe over the past decade has been down to two main models, Golf and Tiguan, right? Yet between these two juggernauts there's been one more car that has been quietly lending its support through huge sales: the T-Roc.

More than two million units have been sold since 2017, so not wanting to isolate its huge customer base, VW says this all-new generation takes the original's top traits and takes them up a notch, with better quality, slicker powertrains and similarly eccentric styling.

Volkswagen will launch the second-generation model with a range of mild-hybrid powertrains, but in time the line-up will expand to include full hybrids and even a range-topping 'R' model. There aren't any all-electric variants, and all versions feature a seven-speed dual-clutch gearbox.

For now the initial engine offering is a 1.5 eTSI four-cylinder petrol engine with a turbocharger and mild-hybrid system with either 115bhp or 148bhp. This unit can be found in all manner of VW Group models and is known for being very refined and efficient.

The entry-level engine is rather meek, and takes a leisurely 10.5 seconds to get from 0-62mph. However, the more powerful 148bhp variant we're driving is more sprightly,

ESSENTIALS

Volkswagen T-Roc 1.5 eTSI R-Line

Price: £34,000 (est) **On sale:** Early 2026

Powertrain: 1.5-litre 4cyl petrol MHEV

Power/torque: 148bhp/250Nm

Transmission: Seven-speed automatic, front-wheel drive

0-62/top speed: 8.9 seconds/131mph

Economy/CO₂: 51.3mpg, 126g/km

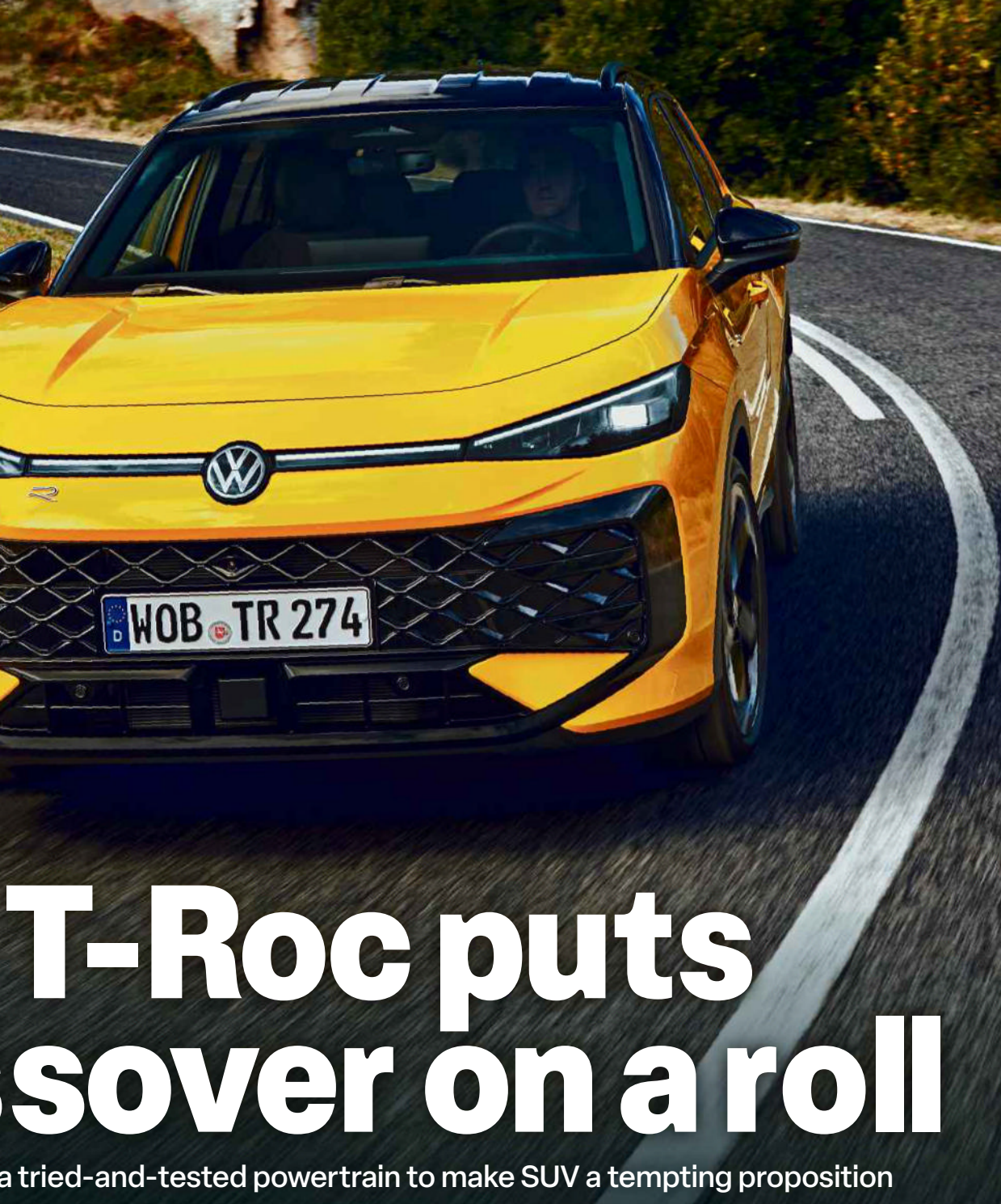
Size (L/W/H): 4,373/1,828/1,573mm

AEK FIRST DRIVE

All-new VW cros

Cabin overhaul and new tech blend with a





T-Roc puts crossover on a roll

a tried-and-tested powertrain to make SUV a tempting proposition



LIGHTING UP TIME

Sleeker designs for the front and rear lamps feature, along with lightbars and illuminated VW badges



dropping the 0-62mph time to 8.9 seconds. These don't sound like impressive figures, but thanks to a combination of the clever variable-geometry turbocharger (VTG), and extra electric boost from a mild-hybrid system, acceleration feels effortless from idle.

Its crossover body sits you higher than in a normal hatchback, but the compact external dimensions and low bonnet mean it doesn't feel too big or unwieldy. Visibility out of the front is excellent, and the slightly raised edges of the front end can be seen from the driver's seat, making the car very easy to place on the road.

Low-speed manoeuvrability is as good as in any family hatchback, and the relatively fast and light steering makes slipping through traffic easy. The whole driving experience instils confidence in a class where this is often put to one side in the quest for more cabin space or easier low-speed manoeuvrability. In our opinion, the T-Roc hits a fine balance, and should appeal to all drivers.

If there was one concession, it would be the dual-clutch gearbox, which doesn't respond well to jerky



or nervous inputs. If you're constantly on and off the throttle, it can be indecisive, but with more consistent driving inputs this greatly improves.

On paper, VW quotes fuel economy of up to 51.3mpg and 126g/km of CO₂. Our experience in a high-spec 148bhp R-Line model with the 19-inch wheels suggested that this efficiency figure should be easy to match in ideal conditions. Our test took place in very wet and windy weather, yet we still averaged around 46mpg.

The mild-hybrid system also feels very easy to get along with; its stop-start system is seamless, and the car seems very happy to disengage the gearbox or shut down the engine altogether when cruising to help reduce fuel consumption.

Key T-Roc design traits include the 'hockey stick' trim above the windows, thick C-pillars and the option of a dual-colour body – all of which have been retained. But new to this generation is a much sleeker set of lights front and rear, including lightbars and illuminated badges.

One area where Volkswagen has fundamentally changed the T-Roc, though, is its interior. In the previous generation this almost felt like an afterthought, with a noticeable downturn in quality compared with an equivalent Golf. That notion has been turned on its head, because the new T-Roc's cabin isn't just a vast improvement, but also proof that VW is listening to its customers, too.

The core design is simple, with a straightforward driver's display and main touchscreen mounted on a clean dash. Cabin quality is much better than before; the new fabric panel across the main part of the dashboard is padded and features a running shoe-like texture, instead of a typically hard slab of plastic.

This is surrounded by higher-quality material elements, including the place where you'd generally rest your hand when using the touchscreen. There are more soft-touch fabrics on the door cards, and although there isn't the same sense of colour as in the previous generation, you can specify a light grey-coloured seat and dash option to lift the overall ambience.

Better still, unlike some cars that feature soft plastics but don't back it up with decent build quality, the T-Roc feels like VW at its best. The dash and centre console feel completely solid,

the controls around the steering wheel are nicely damped and high-end, while there's a satisfying thunk when you close the doors.

All models have a dual-screen set-up with a 10-inch driver's display and either a 10.3 or 13-inch touchscreen. The main screen has the same controversial volume and temperature sliders as other VW products, but they work within an ecosystem that's far better resolved. The key thing is that the interface is now much more responsive and doesn't need an IT degree to navigate.

One physical control worth mentioning is the programmable volume knob. As well as adjusting the audio level, it can also operate other functions. One press and it'll change the drive mode or the colour of the interior ambient lighting – it's a very welcome addition to an already impressive cabin.

Connecting your phone is easy, and we found the link totally reliable via wireless Apple CarPlay, plus it's easy to switch back to the native system when needed. The driver's display is also excellent, with clear graphics and a good variety of layouts depending on your preferences. The screen's ability to match its colour to the ambient lighting is also a nice touch.

To the delight of many, us included, VW has reverted to physical controls on the steering wheel, which make operating the driver's display far more intuitive than the previous touch-sensitive controls.

Despite being a C-segment SUV, the cabin isn't as spacious or versatile as many rivals'. However, if you're in the market for a more family-friendly SUV option, there's an obvious step up to the Tiguan within the VW range.

There are good levels of storage up front in the T-Roc, with a big central bin and a decent-sized glovebox. But there's no particularly large storage space, and the centre console's semi-open nature might not suit everyone.

The second row of seats is a little more compromised. Width isn't too bad, but the relatively small windows can make it feel quite enclosed, and middle-seat passengers must contend with the transmission tunnel.

Overall boot space is good on paper, with 475 litres matching most rivals, and bettering others such as the Toyota C-HR. The loading lip is relatively high, but the second row-

POWERTRAINS

The new T-Roc arrives with 1.5-litre mild-hybrid petrol power in two states of tune, but full hybrids will follow



seating splits into three sections. This is handy for carrying long items while still being four-up in the cabin. There aren't any remote seat latches, though, and the backs don't fold completely flat. Total space is 1,350 litres with the rear seats folded.

The T-Roc is at the smaller end of the C-segment SUV market rivalling key contenders such as the ever-popular Nissan Qashqai, plus the Honda ZR-V and aforementioned C-HR. UK pricing for the new T-Roc has yet to be confirmed, but the previous generation started around £29,000. But this sparsely equipped model quickly rises to over £35,000 when a few options or a higher grade is selected, making it one of the more expensive options in the class.

But whereas the previous model never quite felt worth its price tag, the new one is different. It might not be as big as similarly priced competitors, and it won't be able to match the equipment levels of its Chinese or Korean rivals, but the T-Roc is among the best in class to drive, and is nicely efficient to boot.

The final verdict will come when we have a better idea as to the newcomer's precise pricing, but on the face of it so far, the T-Roc is a strong contender in a very busy class.

“THE NEW T-ROC'S CABIN ISN'T JUST A VAST IMPROVEMENT, BUT ALSO PROOF THAT VOLKSWAGEN IS LISTENING TO ITS CUSTOMERS”



"WHEREAS THE PREVIOUS MODEL NEVER QUITE FELT WORTH ITS PRICE TAG, THIS NEW ONE IS DIFFERENT"



AEK VERDICT ★★★★★

WE weren't always sure why buyers would choose the previous T-Roc over a cheaper Golf, but the all-new version makes a far more compelling case. Thanks to a lovely interior, much-improved tech, responsive powertrains and a rewarding driving experience, VW has turned the new T-Roc into a worthy addition to its extensive range.



Alastair Crooks

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AS Porsche's first SUV, the Cayenne marked a significant step 22 years ago and now there's another important milestone: the first all-electric Cayenne. Simply named 'Cayenne Electric', the EV sits alongside the Macan and Taycan in Porsche's three-strong EV line-up. Two versions of the new model are available to order at launch, priced from £83,200 in standard guise or £130,900 for the Turbo.

The Cayenne Electric's arrival doesn't mean the end for the internal combustion-engined model either. Porsche aims to offer a choice of ICE or EV powertrains with its current cars, and the Cayenne is set to be updated in the future, according to the firm.

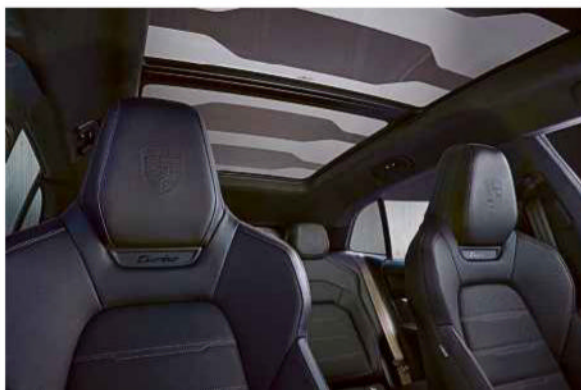
Using a variant of the Volkswagen Group's 800V PPE (Premium Platform Electric) architecture shared with the Macan, the Cayenne Electric has a 113kWh battery. This gives the standard car a 398-mile range, while the Turbo offers 387 miles. Charging speeds of up to 400kW result in a 10 to 80 per cent top-up in less than 16 minutes, Porsche claims, allowing the Cayenne to recoup more than 200 miles of range in 10 minutes.

The Cayenne Electric also supports inductive charging, meaning you can park it over a wireless charging pad to top up the battery at a maximum speed of 11kW. To accept wireless charging, the car must be fitted with special hardware at a Porsche Centre.

Both Cayenne EVs have dual motors for all-wheel drive, but while the standard car gets 435bhp and 835Nm of torque, the Turbo boasts a massive 1,139bhp and 1,500Nm of torque. To get that maximum figure you press the 'Push-to-pass' function, which adds the final 176bhp for 10 seconds.

The standard Cayenne Electric does 0-62mph in 4.8 seconds, while the Turbo slashes the same sprint to just 2.5 seconds – matching the new 911 Turbo S for acceleration, despite a near-three-tonne kerbweight. Top speed for the base Cayenne is 143mph, while the Turbo tops out at 162mph.

With all that power and weight, the Cayenne's towing ability is pretty punchy too. Porsche has confirmed it



CABIN

Curved 'Flow Display' is the centrepiece of the dashboard, while the driver gets digital dials, with the option of a screen for the passenger

will be rated to haul a braked trailer of up to 3.5 tonnes – the highest of any current EV sold in the UK.

Porsche Active Suspension Management (PASM) is standard on both models, and there's a torque-vectoring limited-slip rear differential on the Turbo. Both cars also get rear-wheel steer (turning up to five degrees) and 'Active Ride', which compensates for body movements under acceleration, deceleration and cornering for a smoother ride.

Teased several times ahead of this reveal, the final look is pretty recognisable alongside Porsche's existing EVs. The Cayenne Electric gets similar quad-LED headlights, lots of vanes in the lower section of the bumper to guide air (as with the current 911), no upper grille, simple surfacing on the body, and a full-width rear LED lightbar, with illuminated Porsche lettering.

At 4,985mm, the EV is 55mm longer than the combustion-engined Cayenne while also being 150mm lower. Porsche says that increasing the wheelbase by 130mm means rear passengers will have more legroom than in any previous version of the Cayenne. Among other improvements in practicality

are a 90-litre frunk, while the 781-litre boot capacity rises to 1,588 litres with the rear seats folded.

The so-called Flow Display is the most dramatic screen on the dash because it is bent at its base to follow the contours of the centre console. Porsche claims this is the first car to have a centre-console touchscreen with a sharply curved lower section, although curved OLED screens have already been used across the BMW range and Porsche's other models.

This main display is integrated into the dash with a palm rest that should make it easier to use while driving. There is the option of a 14.9-inch passenger screen, too, which can integrate with the Flow Display.

The curved 14.5-inch digital instrument panel has touch-sensitive areas around its edge. These are largely to house controls for the chassis, lighting, suspension and parking cameras.

Porsche has also integrated a new augmented-reality head-up display, which brings the total screen area in the car up to 87 inches. This is capable of overlaying various information, including direction arrows, onto the road ahead.



AEX OFFICIAL

New C 911 Tu

Hottest 1,139bhp version o





"THE 113KWH BATTERY GIVES THE STANDARD CAYENNE ELECTRIC A 398-MILE RANGE, WHILE THE TURBO OFFERS 387 MILES"



Cayenne Electric rivals Turbo S for performance

Porsche's first electric Cayenne sprints from 0-62mph in 2.5 seconds and has a 162mph top speed



STYLING

Cayenne Electric keeps the Porsche family look and gets a full-width rear lightbar plus a choice of 13 standard paint colours



EXTERIOR

Frameless doors, aero-optimised 20-22-inch alloy wheels and adaptive aerodynamics are among the features on the Cayenne EV; inductive charging (left) is offered too

Mitsubishi primed to m



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INTERNATIONAL Motors Ltd, one of the largest vehicle importers and distributors in the UK, has confirmed that it is going to bring the Mitsubishi brand back to Britain five years after time was called on new-car sales in 2021.

Mitsubishi Motors is one of Japan's largest car manufacturers, famed for building iconic models such as the Lancer Evolution. More recently it blazed a trail by offering one of the first plug-in hybrid SUVs in the UK.

These days, Mitsubishi Motors is part of an alliance with Nissan and Renault, and much of its model range draws directly from its two partners. This includes cars such as the Clio-based Colt supermini and Captur-based ASX, which are popular in other European markets, as well as more globalised products such as the Outlander SUV, which shares its bones with the Nissan X-Trail.

There are plenty of other models in the pipeline, too, including a version of the Renault Scenic EV called the Eclipse Cross, and a smaller EV based on the impressive new Nissan Leaf.

Mitsubishi's core expertise is based around more rugged models, though, including off-roaders such as the Shogun Sport, plus the Triton dual-cab pick-up truck. Which of these models are destined for a UK launch is still to be confirmed, but we expect the reborn Mitsubishi brand will kick off with Euro-friendly hybrid models such as the Colt, ASX and Outlander, with the EVs coming soon after.

Having previously had a new-car sales network in the UK, Mitsubishi already has more than 100 sites to take care of aftersales work across England, Wales, Scotland and Northern Ireland. These will be joined by a number of dedicated dealers currently being appointed for new-car sales starting in the summer of 2026.

Sharon Townsend, the head of Mitsubishi Motors in the UK, said,

REVEALED Five years after quitting the UK market, Japanese firm Mitsubishi



OFFICIAL

PARTNERS

Many Mitsubishi's are based on Renaults and Nissans, such as Outlander (right), Eclipse Cross (below) and ASX (bottom)



SHARON TOWNSEND Head of Mitsubishi Motors UK

"OVER THE PAST FEW YEARS, WE'VE CONTINUED TO SEE ENTHUSIASM FOR THE BRAND, WHICH HAS STRONGLY INFLUENCED THIS DECISION"

"We're delighted to be introducing exciting new Mitsubishi vehicles to our loyal UK customers.

"Over the past few years, we've continued to see enthusiasm for the brand, which has strongly influenced this decision," she continued. "By building on our trusted aftersales network and dedicated retailer partners, we are committed to providing an exceptional ownership experience."



make UK return in 2026

is heading back to Britain, thanks to IM Ltd

After 27 years, Ford finally brings production of Focus to an end

EX OFFICIAL



Ford built first Focus in 1998 and every generation was produced in Germany. The plant will now make parts



Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

EX THE Ford Focus is no more. It has been confirmed that the final version of the legendary family hatchback has rolled off the production line, 27 years after it revolutionised Ford's fortunes in Europe.

In a statement to Auto Express, Ford said: "The Focus has been an important part of the Ford family in Europe for over 27 years, and we are deeply grateful for the loyalty and passion our customers have shown for this iconic vehicle."

The Focus has been a fixture on British roads ever since its introduction in 1998, and it follows the Mondeo and Fiesta into the history books. Ford announced the decision to end Focus production back in 2022 – the same year the Mondeo was

axed in Britain – before the Fiesta was laid to rest in 2023.

The long-serving trio have been culled as Ford continues to focus its attention on launching electric cars in Europe, such as the Explorer SUV and Capri coupé-SUV. However, demand for the firm's EVs has been lower than expected, which Ford confirmed when announcing more job cuts late last year due to concerns for the health of its passenger car business.

Ford may also be cutting up to 1,000 jobs at its EV factory in Cologne, Germany, where the Explorer and Capri are made, due to demand for EVs in Europe falling well below forecasts.

The Puma continues to be the UK's best-selling car, but while Ford was the top-selling brand

"FOCUS HAS BEEN CULLED AS FORD FOCUSES ITS ATTENTION ON LAUNCHING ELECTRIC CARS IN EUROPE"

in the UK a decade ago, it had dropped to fifth by the end of 2024, behind Volkswagen, BMW, Audi and Kia. Sales had fallen by approximately 24 per cent over the previous year.

Every generation of the Focus has been built in Ford's Saarlouis plant in Germany. It had been making cars since 1970, but Ford told us it will now transition to making components.

Despite Focus production ending, Ford is keen to reassure Focus owners. "We remain committed to serving our Focus customers with ongoing service, parts and support," the firm told us earlier this year.

We're not aware of plans for a direct successor to the Focus, but Ford is reportedly working on smaller, more affordable electric cars. We could easily envisage these heralding the return of the Focus or Fiesta names – especially after the iconic Capri was reborn as an EV last year.

PAGE 82: Rutherford on Ford



Updates for Puma Gen-E and Ranger

FORD is making significant changes to two key models in its UK line-up: the all-electric Puma Gen-E (above) and the Ranger pick-up (below).

In 2026, the Puma will receive updates boosting its range from 233 miles to 250. This is achieved not with a larger battery, but through enhanced cell design and greater efficiency. Charging capacity remains the same, with a 10 to 80 per cent top-up taking 23 minutes at a maximum of 100kW. The 166bhp motor is also unchanged.

The 2026 Gen-E still starts at £26,245 (after the full £3,750 Electric Car Grant), but will feature Ford's new BlueCruise tech. This enables 'hands-off' autonomous driving, and is the only legal system of its kind in the UK.

Ford has also confirmed plans to drop the 2.0-litre diesel engine from the Ranger pick-up, apparently with buyers moving to the plug-in hybrid (PHEV) model. This is largely fuelled by tax changes, which now treat pick-ups as cars for Benefit-in-Kind (BiK) liability, making diesels punishingly expensive for company-car drivers.

The larger 237bhp 3.0-litre diesel will remain, but Ford says the PHEV's better efficiency and similar towing capacity eliminate the need for the smaller engine in the line-up.



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Due to ECG, Leaf undercuts Kia EV3

Maximum grant means new Leaf costs from £32k

THE all-new British-built Nissan Leaf is now available to order, offering up to 386 miles of range from £32,249. The eye-catching price is partly thanks to the sleek EV being only the fourth model to qualify for the maximum £3,750 Electric Car Grant (ECG) from the UK Government.

A more affordable, smaller-battery version will be coming later, but until then every Leaf has a 75kWh battery offering nearly 400 miles of range.

Four trim levels are available: Engage, Engage+, Advance and Evolve. The base model has 18-inch alloy wheels, dual 12.3-inch displays, wireless Apple CarPlay and Android Auto, an energy-saving heat pump and adaptive cruise control.

Engage+ starts from £33,149 after the ECG and adds larger 14.3-inch displays with Google Maps and other Google services built-in, heated front seats, a heated steering wheel and a wireless charging pad.

Advance (from £34,249 after the ECG) brings luxuries including a panoramic sunroof, head-up display, electric tailgate and synthetic leather upholstery with fabric inserts.

Finally, Evolve (from £36,249 after the ECG) gets 19-inch wheels, Bose audio, vehicle-to-load capability, eight-way adjustable front seats with a massaging function for the driver and full synthetic leather upholstery.



REX FIRST DRIVE

We try Peugeot's new Hypersquare steering



Jordan Katsianis

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REX PEUGEOT'S been here before. Well, not specifically with its new Hypersquare 'steer-by-wire' (SBW) system, but giving drivers a new form of steering wheel. It did this with the controversial i-Cockpit layout around 12 years ago, and faced fierce criticism for the small, low-set steering wheel and high-mounted dials.

But Peugeot engineers I spoke to don't seem fazed by the challenge of convincing people about its new Hypersquare. This set-up isn't just a fresh steering wheel; it's a whole new steer-by-wire experience that's been designed alongside it. This is a system that removes the physical connection between the wheels and steering wheel, and replaces it with a digitised set-up.

But what are the benefits? A SBW set-up makes it significantly easier to package the front end of a car, and effectively eliminates noise and vibrations. The ratio can also be completely variable, from precision at motorway speeds to ultra-fast when parking.

On our first go with the system, the steering response and feel were



HI-TECH

Hypersquare brings in steer-by-wire (SBW), but the most obvious part of the tech is the oblong wheel that appeared on the recent Polygon concept



very good. With so few turns lock to lock, it made parallel parking much simpler. But we wonder how natural some people will find it.

For the 'wheel' itself, Peugeot has designed something that doesn't really look like a steering device at all. Yet when you hold it, the wheel feels remarkably natural.

However, many drivers don't hold a steering wheel at the usual 10-to-two position when driving over long distances. And with a control like this, you're in effect forced to hold it in only one position.

Did I like it? Not initially. I found the system had benefits, but I lacked confidence in how precise

my steering inputs were, especially as the car's speed fluctuated.

Maybe it's the sort of experience that takes a few moments to get used to, though, just like switching from a manual gearbox to an automatic for the first time.

REX VERDICT

STEER-by-wire is a tech that's coming for a host of reasons, so it'll be down to the brands to 'sell' the system to buyers. Peugeot's decision to take it to an extreme is bold, but we'll have to see the finished product before giving a definitive verdict.



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PHEV to join petrol and hybrid models

MG to extend ZS range with plug-in hybrid in 2026

MG will look to significantly bolster its plug-in hybrid offering in 2026 by introducing a PHEV version of the ZS alongside the MGS9 (right).

Speaking exclusively with Auto Express, David Allison, head of product and planning at MG Motor UK, told us PHEV demand “keeps creeping up”, insisting “there will be more plug-in hybrids coming”.

Acknowledging that city cars and superminis don't really suit plug-in hybrid powertrains, MG will focus on the small-SUV segment instead. “Plug-in hybrids have always been C-segment hatchbacks and above,” Allison told us. “No one's really gone any lower than that.” Asked if that paved the way for a ZS with a plug, he said: “Yes, probably”.

The model will rival the new BYD Atto 2 DM-i (Page 24), which for a short time will have the small plug-in hybrid market to itself. Acting as one bookend for MG's PHEV range, the ZS will be sold alongside the larger HS and forthcoming MGS9.

It's unlikely that the ZS PHEV will match the HS's 75-mile electric-only range, but to compete with the top-spec BYD it will need to offer close to 60 miles on a charge.

Looking at the HS, it's likely the ZS PHEV will cost around 10 per cent more than the equivalent hybrid. That could mean a starting price of around £25,000 for the basic SE.

“THE ZS PHEV WILL BE SOLD ALONGSIDE THE LARGER HS AND FORTHCOMING MGS9”

SIZING UP

MGS9 is the company's first seven-seat SUV and is already on sale in Australia, where it's badged as the MG QS



Second MG revealed in Euro NCAP crash tests



Ellis Hyde

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MEET the new MGS9: MG's first seven-seat SUV, which will rival family haulers such as the Skoda Kodiaq, Peugeot 5008 and Kia Sorento, plus the value-focused Chery Tiggo 8 that has just arrived.

The car is already available in Australia as the MG QS. However, we didn't hear it would be coming to Europe from anyone at MG.

Instead, the news was inadvertently announced by Euro NCAP when it released the results of its crash tests on the MGS9 PHEV, showing the car being smashed to smithereens before the car company even had a chance to tease the new name.

This happened just a month after Euro NCAP accidentally revealed the new MGS6 EV (Page 22), again, before the manufacturer could make any announcements about the car.

At least the MGS9 has received the maximum five-star crash-safety rating from Euro NCAP. Its results are on par with its key rivals, although the Skoda did score slightly higher in some areas.

The only other detail we can discern from Euro NCAP's report



Like MGS6 a month ago, first sight of MGS9 came from NCAP, not MG

is that the MGS9 will feature a 1.5-litre petrol engine, suggesting it will use the same plug-in hybrid system as the MG HS.

If so, the petrol engine will be paired with a single e-motor and a relatively large 24.7kWh battery that in the HS PHEV gives a pure-electric range of up to 75 miles.

The MGS9 should arrive in the UK sometime in 2026, but exactly when isn't yet clear. However, we don't have to wait to find out more about it because, as we said, the car is already on sale down under.

MG Australia says it offers “true seating for seven, not just a 5+2 set-up,” which you'd hope given that, at 4.98 metres long, the MGS9 is more than 200mm longer than the already very spacious Skoda Kodiaq. The MG's 2.92m wheelbase is also about 120mm longer than the Skoda's, and the second row

of seats can slide forward to provide more cargo space.

MG says there's 203 litres of boot capacity with all the seats in place, 517 litres with the third row folded down, and 1,052 litres when all but the front seats are flat.

Up front, the dashboard is almost identical to that of the latest MG HS, with the 12.3-inch central touchscreen and 12.3-inch driver's display housed in a single panel, and a row of physical shortcut buttons below it. However, the QS gets wood-effect trim on the dashboard and centre console, similar to a Volvo XC90.

Considering that the plug-in hybrid MG HS starts from £32,245 at the time of writing, the seven-seat MGS9 PHEV is likely to cost from around £35,000, which would allow it to undercut the Skoda Kodiaq and Peugeot 5008.

Genesis hotting up with



**Ellis
Hyde**

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REX THIS is the new flaming-hot Genesis GV60 Magma – the first road car from the Korean luxury brand's performance and motorsport division, and the slightly classier sister of the exhilarating Hyundai Ioniq 5 N.

Put simply, Magma is to Genesis what M is to BMW, and AMG is to Mercedes, and it's set to play a big role in the evolution of the brand.

The GV60 Magma is a rival to the Tesla Model Y Performance, Alpine A390 and even the Porsche Macan Electric. It's powered by the same dual-motor, all-wheel-drive set-up as the Ioniq 5 N and the Kia EV6 GT.

With Boost mode activated, the car produces 641bhp and 790Nm of torque. Combine that with Launch Control, and the GV60 Magma will do 0-62mph in 3.4 seconds and rocket to 124mph in just 10.9 seconds. Top speed stands at 164mph.

As well as the powertrain, the GV60 Magma has borrowed the virtual gearshift system from its siblings. This adjusts the e-motors' output, torque delivery and regenerative braking, so when the driver pulls the paddle behind the steering wheel, it feels like they're changing gears in a petrol-powered performance car.

The e-motors produce a combined 601bhp and 740Nm of torque. A range figure hasn't been confirmed yet, but we expect the 84kWh battery will be good for a little under 300 miles, while a maximum charging speed of 240kW means a 10 to 80 per cent top-up can take as little as 18 minutes.

There are three main drive modes: Sprint, GT and My. With My mode, drivers can customise settings for the electronic limited-slip differential (e-LSD), stability control system and other tech. There's also a Drift mode, which adjusts the e-motors' output and the e-LSD to make the car more rear-biased for better sliding.

However, this car is not designed to be a total hooligan. Genesis says the

Korean firm launches BMW M-rivalling performance brand with 641bhp EV



MUSCLE CAR

Racy touches include a rear spoiler and flared wheelarches; black interior gets orange highlights

GV60 Magma has been set up to deliver an ideal balance between cornering stability and ride comfort. The chassis features adaptive dampers, plus hydro-bushings to help absorb impacts from potholes.

The suspension geometry and roll centre have been tweaked over the standard GV60 and the braking system has been upgraded. The newcomer also uses active noise-cancelling tech, sound-insulating glass and reinforced door seals.

Inside, the seats, door and centre console are trimmed in a suede-like material, with the signature Magma orange used for the stitching. There's

a unique steering wheel too, featuring vibrant orange buttons for the drive modes and activating boost.

When Magma mode is activated, the portion of the 27-inch panoramic display in front of the driver switches to a three-circle layout focusing on data such as speed, motor and battery temperatures, and G-forces.

The GV60 Magma will arrive in the UK in 2026 and is likely to cost between £75,000 and £80,000 – a top-spec regular GV60 costs nearly £68,000. For comparison, the Hyundai Ioniq 5 N is just over £65k, and the Porsche Macan Electric starts from £68k.

Wild Magma GT race car is on the way, too

REX AT the global premiere of the new GV60

Magma, Genesis also revealed the Magma GT Concept – a mid-engined supercar that's destined for the racetrack.

Genesis hasn't confirmed what will power the Magma GT, but it drove off the stage with a sound resembling a V8 rumble. It said "the Magma GT Concept hints at the brand's ambition to explore GT-category racing" – most likely to be GT3.

In the Le Mans-bound Genesis GMR-001 race car there's a hybridised, turbocharged V8 engine with 670bhp. We wouldn't be too surprised if that unit made its way into the Magma GT.



CV60 Magma

AA and BSM Driving schools probed over £3 booking fee

AEK THE UK's competition watchdog has launched an investigation into the AA Driving School and BSM Driving School over how they present mandatory fees to customers.

Specifically, the Competition and Markets Authority (CMA) is looking into whether or not the £3 booking fee that both driving schools charge each time a customer books lessons is included in the total price that they see at the beginning of the purchase process.

A spokesperson for the AA – which owns both driving schools – told Auto Express: “We are comfortable that the £3 booking fee for lessons is already transparent and in line with the CMA’s rules and are more than happy to notify customers earlier in the journey as well, which we have already done.”

The competition regulator is now gathering evidence to determine if the driving schools have infringed on consumer protection laws and says it will be engaging with the AA.

The CMA is investigating eight firms suspected of the practice, including the aforementioned driving schools, plus ticket resellers StubHub and Viagogo, and homeware retailers such as Wayfair and Appliances Direct.

The investigations have been launched after the CMA began a review of more than 400 businesses in April,

assessing their compliance with rules on price transparency.

Based on the results of this review, plus additional monitoring, the CMA identified various concerns, including the practice of drip pricing. This is when a company advertises a product or service at an initial price, but then adds mandatory charges at a later stage.

Certain companies are also suspected of using misleading countdown timers which, like drip pricing, are banned under the new Digital Markets, Competition and Consumers Act (DMCCA) 2024.

Based on the results of its “compliance sweeps”, the CMA is also sending letters to 100 businesses, outlining what it calls “concerns about their use of additional fees and online sales tactics”.

Sarah Cardell, chief executive of the CMA, said: “At a time when household budgets are under constant pressure and we’re all hunting for the best deal, it’s crucial that people are able to shop online with confidence, knowing that the price they see is the price they’ll pay, and any sales are genuine.”

She added: “This is just the start of our work. Any businesses who break consumer law should be in no doubt we will stamp out illegal conduct and protect the interests of consumers and fair-dealing businesses.”



The CMA is investigating the £3 booking fee the AA and BSM charge learner drivers



Leapmotor's A10 will be called the B03X in European markets

Leapmotor B03X set to rival Renault 4 and Puma Gen-E

THE Leapmotor A10 was first teased earlier this week, but already it's been given a new name. Apparent copyright issues outside of China mean the forthcoming Renault 4 rival will be called the B03X when it arrives in Europe next year.

It was unveiled at the Guangzhou Auto Show in China, but while few technical details have been announced, we expect the B03X will use the B10's 'Leap 3.5' platform and its lighter e-motor, which has an oil-cooling system to boost efficiency.

Leapmotor has confirmed the B03X will get a 311-mile range, calculated on China's less-stringent CLTC cycle – likely to be around 250 miles on the WLTP testing regime.

Measuring “over” 4,200mm in length, 1,800mm in width and 1,600mm in height, the B03X is almost exactly the same size as a Ford Puma Gen-E. Prices will be confirmed closer to the car's launch in autumn 2026, but for it to be competitive, it will need to start at comfortably less than £30,000.

BYD mulls European sales for its new Racco city car

BYD recently unveiled its first kei car for Japan at the Japan Mobility Show and it could be coming to Europe.

The Racco is a boxy supermini-sized car that would compete in the city car segment below the Dolphin Surf EV. Speaking to Auto Express, BYD's executive vice president, Stella Li, said: “It's going to be very interesting to follow the EU regulation to see if there's room to bring that car here.”

The regulation Ms Li is referring to is Europe's proposed ‘E-car’ vehicle classification, which European manufacturers have been lobbying the European Parliament for in order to help make small electric cars cheaper to produce.

The Dolphin Surf costs from £18,650, and the Racco (also an EV) would have to be cheaper. The latter's battery is even smaller than the 30kWh unit in the Dolphin Surf: a 20kWh pack that gives a WLTP-rated range of 112 miles. It has a pretty quick 100kW charging rate, though, so we'd expect a 10 to 80 per cent top-up to only take around 20 minutes.



FIRST FOR DRIVES



26 BYD ATTO 2

New plug-in hybrid on the road



28 CUPRA FORMENTOR VZ5

A fitting halo model for brand



30 BENTLEY BENTAYGA

On the road in Atelier Edition

MGS6 EV

FIRST DRIVE New SUV hits the UK with its sights set on the Skoda Enyaq. Is MG on to another winner?



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MG's meteoric rise from the ashes continues at pace. The UK is now the brand's second largest global market; 320,000 cars have found homes here over the last five years, 100,000 of which were EVs.

But the maker isn't resting on its laurels, and is looking to bolster its position as an electric-car

leader with its fourth and final product launch of 2025. News of the MGS6 EV leaked via Euro NCAP tests only last month, yet already we're in the driver's seat of a top-spec Trophy model.

This is a five-seat family SUV that's a rival for cars such as the Skoda Enyaq and Nissan Ariya, as well as the excellent Citroen e-C5 Aircross. Based on the same Modular Scalable Platform (MSP) as the MG4 and MGS5, it bridges the gap between those mainstream models and the plusher IM5 and IM6.

By blurring the lines between mid-size and larger SUVs, the MGS6 majors on space. Aided





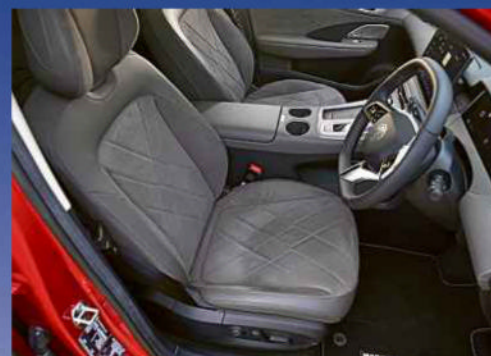
AT THE WHEEL

Screen works well, with sat-nav across the range; driving position gives excellent view

by the electric-specific architecture, the cabin feels huge – with enough room for even the tallest adults to stretch out in the back. There's loads of head and legroom, and the flat floor means you're not short of foot space – even in the middle seat. Yet none of this comes at the expense of boot capacity. The 674-litre load area is wide and square, and while there's no

space under the boot floor for charging cables, a giant 124-litre frunk more than makes up for that. It's just a shame you can't open it with the car's key; being able to do so would elevate the S6 above almost every car in this category.

It isn't quite as roomy up front, but the tall centre console hides a generous storage space behind a couple of cup-holders and a cooled



wireless phone charger on top-spec models. The driving position gives you a commanding view of the road, though we'd like a bit more adjustment in the driver's seat; some owners may find it short of under-thigh support.

The infotainment system runs through a 12.8-inch central screen that is bright and clear. It's not the most responsive system, but it is a big improvement on older MGs. Wireless Apple CarPlay and Android Auto feature in high resolution, so you can bypass the occasionally clunky native system if you wish, plus there's app functionality for things such as Spotify and YouTube. A row of shortcut buttons enables ▶



ESSENTIALS

MGS6 EV Trophy Long Range

Price: £40,995 **On sale:** Now

Powertrain: 77kWh battery, 1x e-motor

Power/torque: 241bhp/350Nm

Transmission: Single-speed automatic, rear-wheel drive

0-62/top speed: 7.3 seconds/ 124mph

Range: 329 miles

Max charging: 144kW (10-80% in 38 minutes)

Size (L/W/H): 4,708/1,912/1,672mm



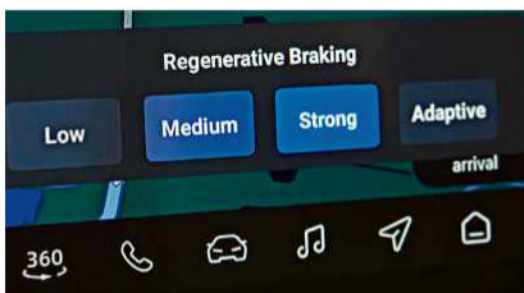
Pete Gibson

COMFORT

One of MG's few weak points is its firm ride, leading to an almost constant fidgeting



PRACTICALITY There's room for even the tallest adults to stretch out in the rear (below); spacious boot (right) is complemented by 'frunk'



TECHNOLOGY

Many of the functions are operated through the central touchscreen, but there's also a row of physical controls on the dashboard below

access to the climate control and volume knob, plus the front and rear demisters and hazard lights.

Complimenting the main screen is a 10.25-inch digital instrument cluster, which again is crisp and clean, if a little information-heavy – with speed, trip and driver-assistance widgets crammed onto the rectangular screen. In a first for MG, the S6 EV is also available with a head-up display.

Three versions are offered: SE Long Range, Trophy Long Range and Trophy Dual Motor. MG reckons the mid-spec car will be its big seller, but despite his best efforts, product planning boss David Allison was unable to get the Trophy under the £40,000 luxury-car VED tax threshold. An e-C5 Aircross, with similar specs, is around £8k cheaper.

That's frustrating, because we'd recommend the Trophy if it weren't for the loftier list price. It adds a few desirable extras to the £37,995 SE's dual-zone climate control, heated seats and dual screens, including 360-degree cameras, leather and suede-effect seats, and a panoramic roof. You even get premium-car features such as ventilated front seats and an uprated stereo.

Spend another £3,000 and you'll be able to upgrade to the Trophy Dual Motor which, as the name suggests, adds another motor to the front

"Ride apart, the MG is an excellent motorway car; it's about as refined as cars in this class come"





“Given the premium-feeling interior, you’d be forgiven for thinking you were in something costing considerably more”

INTERIOR

Dash is dominated by 12.8-inch central screen, while centre console includes big storage area behind cup-holders, plus phone-charging pad

axle for a combined 356bhp and 540Nm of torque. The 0-62mph time is slashed to just 5.1 seconds.

Every version gets the 77kWh battery from the longest-range MG4. In the single-motor car, that’s apparently good for 329 miles of range, though we averaged only 3.0mi/kWh, which translates to just 223 miles in real-world driving. The dual-motor car is slightly less efficient, but you’re unlikely to see much difference day to day. Neither model comes with a heat pump to boost cold-weather range.

Charging is neither class-leading nor wildly off the pace, although a 10 to 80 per cent top-up in 38 minutes means you’ll be hanging around longer than you might in a Tesla Model Y. A full charge is easily achievable overnight on a 7kW home wallbox.

Performance from the single rear-mounted motor is more than sufficient for a family SUV such as this. With 241bhp, 0-62mph takes 7.3 seconds – which would have been hot-hatch territory a decade ago – and the throttle is easy to modulate, providing a strong surge of acceleration without feeling

snappy. This isn’t a hot-hatch though; the steering has a nice weight to it, but there’s very little feel.

The ride is a bit lumpy, too, thanks to an inherent stiffness in the chassis. There’s an almost constant fidget – even over seemingly smooth roads. That’s a shame, because the MGS6 EV is an otherwise excellent motorway car; it’s about as refined as cars in this class come. Match that to a premium-feeling interior, and you’d be forgiven for thinking you were in something costing considerably more.

But as with so many Chinese cars sold in Europe, there are a few quirks that could (and should) be fixed with an over-the-air update. Take the four-stage regenerative braking system, for example; press the star button on the steering wheel and you can cycle through the various strengths, yet you have to activate the one-pedal drive mode through the main screen. Do so, and that star button is locked until you turn it all off again via the screen.

It seems at odds with the MG Pilot Custom function, which allows drivers to select their desired presets for the various assistance systems via a menu on the central display. It’s not quite as intuitive as Renault’s two-click ‘My Safety Perso’ button, but welcome nonetheless – especially given how intrusive some of these systems can be.



REX VERDICT ★★★★★

BY straddling two classes, the MGS6 EV easily wins the value-oriented space race. The thorn in the MG’s side will be the new Citroen e-C5 Aircross, which not only costs less, but is also eligible for the government’s full £3,750 EV grant, cutting whole-life costs. Otherwise, the S6 is another compelling proposition from MG, with a well built cabin and lots of kit. Improved tech is bringing the brand ever closer to European rivals, but without a heat pump, efficiency takes a hit.

BYD Atto 2 DM-i



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FIRST DRIVE Chinese brand extends appeal of its compact SUV by adding plug-in hybrid to EV we tried earlier this year

REX PLUG-in hybrids have usually been the preserve of executive-car buyers, but now BYD is looking to make the technology more accessible. From spring next year, this plug-in hybrid option will be lining up alongside the electric Atto 2, which has already landed in the UK.

The numbers look very promising. There's a 1.5-litre four-cylinder Atkinson-cycle petrol engine (like the Honda Civic's) and it works with a dual-motor layout; one generates power and the other sends drive straight to the front wheels. With an 18.3kWh battery, the Atto 2 DM-i can cover 55 miles on a charge – more than a plug-in hybrid BMW X3.

The car we're testing is the Boost edition, which gets a combined 209bhp output for a 7.5-second 0-62mph sprint. An entry-level Active version with a less powerful motor, smaller battery and shorter 25-mile EV range is also available.

The Boost is slightly quicker to 62mph than the electric Atto 2, although they feel pretty similar in everyday use. That's because the Atto 2 DM-i prioritises its electric motor over the four-cylinder petrol engine in a bid to provide a smoother drive. The electric motor produces 300Nm on its own and during our two hours at the wheel we never felt we needed the extra punch of the engine.

If you wish, you can override the BYD's electric bias by selecting the 'HEV/EV' button on the centre console, or by cycling through the various driving modes (Sport, Eco, Normal, Snow) – each altering the drivetrain's focus, albeit not by any noticeable amount. As in the EV, there are also two brake-regeneration settings: 'Standard' and 'High', though both are weak by European or Korean standards.

You have to mash the throttle very hard to make the petrol engine wake up, and harder still to create any noise from under the bonnet. BYD pitches the Atto 2 DM-i as a car for those not quite ready for a full EV, and the electric motor's ability to do some heavy lifting makes it feel like a worthy stepping stone. After testing it on a variety of roads, we found the DM-i's electric range had gone down almost in line with the predicted trip figure.

Because of its preference for electric running, the plug-in hybrid is as refined as the EV. It also means the DM-i suffers similar issues regarding the pronounced wind and road noise, although compared to other small SUVs it's not bad.

The same can't be said of the ride. Because the battery and the energy recovery unit sit just in front

ESSENTIALS

BYD Atto 2 DM-i Boost

Price: £28,000 (est) **On sale:** Spring 2026

Powertrain: 1.5-litre four-cylinder petrol, 1x e-motor

Power: 209bhp

Transmission: Single-speed automatic, front-wheel drive

0-62/top speed: 7.5 seconds/110mph

Economy/CO2: 130mpg/45g/km

EV range: 55 miles

Size (L/W/H): 4,330/1,830/1,675mm



PRACTICALITY Main touchscreen has quick responses, making it easy to use, while rear seat can take two six-footers in comfort



of the rear axle, the DM-i gets a torsion beam at the rear. We don't think this helps the overall ride comfort, with the car often feeling fidgety at high speeds and slumping into potholes in town – in spite of relatively small 17-inch wheels. The larger-battery electric model gets a more sophisticated multi-link rear suspension and rides more smoothly.

Like the electric Atto 2, the PHEV isn't one for chucking into bends. It'll cling on just fine, and the

braking force is sufficient, but the vague steering doesn't inspire much confidence on twisty roads.

Similarly, BYD has played it safe with the styling of the Atto 2 inside and out. The dash is dominated by a fixed 12.8-inch touchscreen, and an 8.8-inch driver's display. Working like most smartphones, the layout itself is pretty easy to get your head around. A swipe down brings up a selection of customisable tabs such as brightness, WiFi, Bluetooth and heated seats. It also means you can quickly turn off things like the overly intrusive lane-keep assist.

The infotainment's responses are excellent and we found it easy to operate. But the lack of physical climate controls is annoying, especially when BYD admitted receiving customer feedback requesting buttons for frequently used controls.

The build quality also impressed us and most surfaces seemed up to the task of dealing with family life. However, we did find having different door materials in the front and rear slightly odd, and the fake, moulded stitching was strange, too.

It's a spacious car inside, though. Headroom is excellent front and rear, and a pair of six-footers will be fine in the back for long journeys. The boot is 25 litres larger than the EV's at 425 litres, although the back seats don't fold down completely flat.

Finally, the standard kit list is pretty good. The base Active gets a rear-view camera with parking sensors, rain-sensing wipers, adaptive cruise control, LED headlights and metallic paint, while Boost brings a 360-degree camera, heated front seats, a heated steering wheel, tinted windows, a panoramic roof and wireless smartphone charging. You can even make use of the Boost's bigger battery to power external appliances thanks to its vehicle-to-load (V2L) capability.

BYD hasn't confirmed UK pricing for the Atto 2 DM-i, but we've been told it'll start from around £25,000 for the Active, and £28,000 for the Boost. That would make it the UK's cheapest PHEV.

REX VERDICT ★★★★★

WHILE we weren't massively convinced by the all-electric Atto 2, the plug-in hybrid is far more appealing. It's hard to recommend the Active model, but the Boost will make sense for a lot of people, especially at its attractive predicted price. It won't have the market to itself for long, but for now BYD's onto a winner.



INTERIOR

There's plenty of room in the front of the Atto 2 and we were impressed by its build quality. The dash is dominated by the touchscreen, but unlike in some other BYDs, it doesn't rotate



"Because of its preference for pure-electric running, the plug-in hybrid is as refined as the EV"



INTERIOR

Sports seats and Cupra's signature copper highlights are present – even on exhaust tips – while the rear seats offer plenty of room



Jordan Katsianis

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THE intention for Cupra to establish itself as a high-performance operator in the Volkswagen Group just took a substantial step forward with the new Formentor VZ5. The brand might be deep into electrifying its range, and cars like the family-friendly Terramar and Tavascan both bring valuable scale. But Cupra's 'soul' is found in cars like this.

The Formentor is Cupra's mid-size crossover, and is available with a range of petrol and plug-in hybrid powertrains. As it stands, there's a range-topping four-cylinder petrol with around 330bhp. But to give the brand a true performance flagship, even Cupra recognised it needed something with more gusto. Enter the VZ5: it's limited to just 4,000 units globally, and UK numbers have yet to be confirmed. We expect it to arrive in the middle of next year.

The model has one key upgrade over lesser variants – a turbocharged five-cylinder petrol engine. The 2.5-litre unit is borrowed from Audi, and produces 385bhp and 480Nm of torque. This is driven through a seven-speed dual-clutch gearbox to an all-wheel drive system, and has the same torque-vectoring rear differential as the Audi RS 3 and Volkswagen Golf R. The 0-62mph time stands at 4.2 seconds, and it'll top out at 173mph.

The chassis has also been given an overhaul, with a 10mm drop in ride height, standard fitment of the

ON THE ROAD While there is plenty of performance on offer, it's the Formentor VZ5's chassis that really impressed us

variable adaptive dampers (DCC), unique 20-inch forged alloy wheels and a set of six-piston Akebono brake calipers gripping 375mm front discs.

While these elements are cherry-picked from the VW Group, the Formentor also offers a few key combinations that are unique. These include pairing together a five-cylinder powertrain with the latest variable DCC system, plus fitting that torque-vectoring rear diff. The Cupra is also unusual because of its high-riding SUV shape, with a touch more suspension travel.

All these elements combined give the Formentor VZ5 a very interesting USP, and while it may not quite match the RS 3's ultimate power figure, we'd hesitate to suggest it is lacking in the fireworks department.

Pull away and the relative age of this engine and gearbox pairing is evident, though. It isn't the most responsive unit low down in the rev range, and the transmission feels like it has a very soft calibration for the sake of its clutch life. Eco and Normal drive modes feel quite stodgy, but then these miss the point of this car entirely. It's best to throw it straight into Cupra mode and enjoy the huge performance.

In its more aggressive modes, there's far more urgency from the whole driving experience – but it's the chassis that impresses. With the dampers wound up into their stiffer settings, there's not much compliance, but the ability to finely tune them via the Individual drive mode gives the VZ5 incredible breadth. The steering is accurate and

Cupra

FIRST DRIVE Flagship five-cylinder model for the sporty Spanish brand





ESSENTIALS

Cupra Formentor VZ5

Price: £60,000 (est) **On sale:** Q2 2026

Powertrain: 2.5-litre 5cyl turbo petrol

Power/torque: 385bhp/480Nm

Transmission: Seven-speed automatic, four-wheel drive

0-62mph: 4.2 seconds

Top speed: 173mph

Economy: 28mpg

CO₂ emissions: 230g/km

Size (L/W/H): 4,451/1,839/1,505mm



"It's best to throw it straight into Cupra mode and enjoy the huge performance"

Formmentor VZ5

BEHIND THE WHEEL

The responsive steering is accurate, which makes the Formentor VZ5 fun to drive

der Formentor VZ5 is a worthy halo
nd, but it could come at a price

BOOT

One of the benefits of VZ5's SUV bodystyle over a traditional hot hatch is the extra practicality it offers. The 420-litre boot capacity should be sufficient for most families

responsive, and the brakes have exceptional power. Feel at the top of the pedal is still a little too sharp for our tastes, but there's no denying its effectiveness.

The best bit is that this intense performance comes in a package that's just a bit more versatile than a traditional hot hatchback. Its boot capacity is 420 litres, and the rear seats have lots of space for two people, if not three. Worthy updates to the infotainment and digital interfaces are also welcome, although the overall design does feel like a generation behind the latest Cupra models.

But it won't come cheap. Cupra hasn't confirmed exact pricing for the Formentor VZ5, but you can bet it might just be the brand's most expensive model yet, at around £60,000. The high-end engine and kitchen-sink's worth of chassis toys certainly help justify some of this extra cost, but at this level you can't help but then consider the alternatives.

However, on merit, purely as a driver's car, there's an awful lot to like here. If you're after the ultimate Cupra, and one that could be the most high-performance petrol-powered model in the marque's entire history, then maybe the price tag might not matter quite so much.



VERDICT ★★★★★☆

CUPRA has finally delivered a fitting halo model for a brand that prides itself on dynamic prowess. The price is likely to be high for the class, but the performance, kit and capability do their best to justify it. Even more attractive is that the VZ5 offers something its various range-mates don't, in combining a five-cylinder petrol engine with the added versatility of the Formentor's body and chassis.





**Alex
Ingram**

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THIS is the Bentley Bentayga Atelier Edition – a £197,700 version of the brand's sole SUV which dips into Bentley's most luxurious and exclusive Mulliner line. The result, in Bentley's words, is a "clean, contemporary luxury aesthetic".

Despite the contemporary claim, the Atelier seems to take a more traditional set of colours and designs than the more sporting S models in the line-up – and after our encounter with the car in these pictures, we think that's a very good thing.

Setting an Atelier Edition apart from the outside is a series of small but subtle upgrades to the standard Bentayga package. At the front, there's a dual-layer grille; the front vertical vanes are coated in chrome, while a more intricate panel behind gets a softer satin-silver effect. Both of these finishes are found elsewhere, the latter highlighting sections of the front and rear bumpers, plus the backing of the unique Atelier Edition badges. The 22-inch 10-spoke alloy wheels also get a satin finish.

The deep green paint is named 'Light Emerald' and it looks glorious. It's one of six colour combinations from the Mulliner range that Bentley has curated for the Atelier Edition, although customers are free to specify their own car however they like.

Inside, the Atelier Edition takes a much more traditional approach to luxury. This is a cabin full of immaculate diamond-stitched leather and contrasting seat piping; for the former, these special models gain a larger diamond stitch that stretches out across the top of the front backrests, plus Atelier Edition branding stitched into the seats. Further unique Atelier features include the animated welcome-light sequence and sill plates that read 'Hand Crafted in Crewe, England'. Mood lighting and a five-seat configuration round out the highlights of the Atelier interior spec.

In the case of our test car, it's lovely to once again see a Bentley with a beautiful wood-finish veneer on show – in this case it's open-pore Hawaiian Koa.

But the cabin design betrays its Volkswagen Group roots a little more readily than other Bentley models – there are a few pieces of switchgear that can be picked out from Audi models – but the overall finish still feels gloriously sumptuous and, in this Atelier spec, very tasteful, too. One thing that you won't find in any Audi, however, is the optional Naim Audio sound system. Along with the similar packages in other Bentleys, it's the best-sounding set-up you'll find in any production car.

The back seats, even in the more practical three-seat bench spec, are wonderfully comfortable. Space is generous all round, the view out is great, and the fit and finish is as immaculate as it is up front.

On the road, the driving experience is much like the rest of the Bentayga range, although one that is specced with all of the right extras. The Atelier

ESSENTIALS

Bentley Bentayga Atelier Edition

Price: £197,700 **On sale:** Now

Powertrain: 4.0-litre twin-turbo V8 petrol

Power/torque: 542bhp/770Nm

Transmission: Eight-speed auto, four-wheel drive

0-62/top speed: 4.5 seconds/180mph

Economy/CO₂: 21.7mpg/296g/km

Size (L/W/H): 5,144/1,998/1,728mm



TRANSMISSION

Eight-speed automatic gearbox and four-wheel drive are paired with a 4.0-litre twin-turbo V8 engine for effortless performance

features the Bentley Dynamic Ride – a 48-volt anti-roll system that keeps the car's mass in check – as standard, plus four-wheel steering to improve low-speed manoeuvrability and high-speed stability.

Even with those add-ons, the Bentayga doesn't quite ride with the grace of a Rolls-Royce Cullinan, or even a BMW X7 – there's a little too much low-speed fidget for that – but otherwise, comfort and refinement are excellent. It can even be hustled with a surprising amount of enthusiasm through corners, too, considering its 2.4-tonne kerbweight. The steering is light and precise, and the assistance from the rear axle feels natural whether you're driving gently or with a little more urgency.

As ever, the engine remains an absolute star. The 4.0-litre, twin-turbocharged V8 offers endless, effortless performance. Officially, 0-62mph takes 4.5 seconds, and it's a benchmark that feels all the

Bentley Atelier

FIRST DRIVE Modern SUV fast
perfectly balanced in British br



Bentley Bentayga Atelier Edition

Fashion and luxury tradition are
 the brand's designer-led Bentayga



Pete Gibson

TRADITIONAL

We're huge fans of the Hawaiian Koa wood trim on the dash, which is beautifully finished overall

more surreal in a car this tall, this large and this luxurious. The noise is beautifully judged, too; under hard acceleration, plenty of that V8 thunder makes its way into the cabin, but it disappears almost entirely at a cruise. At motorway speeds, there's enough torque that just a tickle of the throttle sees the car surge forward effortlessly, almost never needing to kick down, despite the engine settling to barely over tickover at 70mph. The V6 hybrid powertrain is also available, but the V8 would always be our choice.

Surprisingly, given the £197,700 price tag, there's a large number of alternatives to the Bentayga. It is certainly the car we'd have over its VW Group cousin, the Lamborghini Urus. Sure, that car is fast, and isn't short on drama, but it's not particularly comfortable or refined. The Ferrari Purosangue shows that comfort and driving dynamics can go hand-in-hand, plus it adds the benefit of a sublime V12 engine. Also a V12, but with a very different character, is the Rolls-Royce Cullinan; it feels like a step up in quality and refinement over the Bentley, but so it should when it's priced at more than £350,000.

REX VERDICT ★★★★★

BENTLEY has moved along its luxury with the times, yet has also maintained its heritage. To our eyes, the Atelier Edition strikes that balance better than the other models in the Bentayga family. We think this is as understated and tasteful as it's possible for a luxury SUV to be – even if it's no longer quite the class leader for comfort and refinement it once was.

ON THE ROAD

Floor the accelerator and the V8's soundtrack can be heard in the cabin, but it is barely audible when cruising

IS IT WORTH PAYING FOR A PREMIUM AUDIO SYSTEM?

We listen to what the experts at Richer Sounds think about car companies' real audio quality



Tom Jervis

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REX IT'S pretty well known that few cars roll out of the factory at the advertised starting price; options lists can be attractive, with a hi-fi upgrade often too tempting to ignore.

But do you need to spend this extra cash – which could run into thousands? After all, aren't most of us just listening to the radio or plugging into a podcast on our commute? Or is there some sense in splashing out to get the sharpest sound?

To find out, we took a selection of the best-selling models from the UK's biggest three car companies to compare their basic system with the upgraded alternative.

In this instance, all three of the upgraded systems were branded Harman Kardon. But what we soon found out was that although the branding is the same, the systems themselves – particularly their calibration – aren't necessarily identical.

Harman, the parent company of Harman Kardon, also owns Bowers and Wilkins, JBL, Bang and Olufsen Automotive and many more. So while the technical specification of each product might

be different, it's very likely that any new car's premium audio system probably originates from underneath the Harman umbrella.

THE TEST: HOW DID WE COMPARE EACH SOUND SYSTEM?

As mentioned, for this test we selected one of the most popular models from three of the UK's best-selling brands: a Volkswagen Golf, Kia Sportage and BMW i4. We had two examples of each model, one with the standard-fit system and the other with the paid-for upgrade.

Our adjudicator was Shaun O'Connor, project manager for hi-fi retailer Richer Sounds. With experience designing, installing and calibrating some of the poshest stereo systems out there, from home cinemas to music centres, for the most exacting of audiophiles, O'Connor was the perfect candidate to lend an ear for our test.

He was blindfolded as we sat him in the cars, not knowing which system he was listening to. For the test, we played three songs: Kashmir by Led Zeppelin, Clasp (Ambient) by RY X & London Contemporary Orchestra, and GLUE by Bicep.

We played each track both when driving and while stationary to provide an accurate representation of each system's performance.

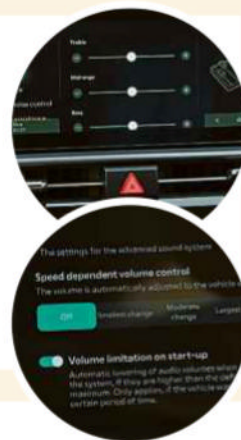
STANDARD

Our expert said the basic Kia system struggled with multiple frequencies at high volume, giving a muddy sound, with some lower frequencies cut out.



PREMIUM

The improvement with the upgraded set-up was obvious, although O'Connor found that he wasn't "hugged" by the sound, as he wanted.



G £££s FOR SYSTEM?

regular and upgraded stereo set-ups



Otis Clay



SHAUN O'CONNOR Richer Sounds

"IT WASN'T AWFUL, BUT AS SOON AS YOU START LISTENING TO SOMETHING WITH MULTIPLE FREQUENCIES AND TURN UP THE VOLUME, IT REALLY CAN'T HACK IT"



KIA SPORTAGE

Standard set-up:

Six speakers (four front, two rear)

Premium set-up:

Eight speakers (four front, one dashboard, two rear, sub in boot)

Cost to upgrade:

Included as part of GT-Line S trim (£5,200 more than GT-Line)

THE entry-level Kia didn't get off to the strongest start with O'Connor wincing at how it handled the heavy bass of GLUE. "You can hear it cut out the lower frequencies because it couldn't deal with everything at the same time," he said. "It wasn't awful – it didn't completely die – but as soon as you start listening to something with multiple frequencies and turn up the volume, it really can't hack it."

O'Connor describes Kia's basic system as offering a "fairly muddy sound that just mashes everything together". Even so,

our expert did praise the Sportage for how it managed to keep out road noise on the move and said that it "sounded relatively decent" when playing the less complex sections of Kashmir.

The Sportage fitted with the premium Harman Kardon system fared better in the eyes of our expert; he described it as "really quite good", with stronger bass and highs, although the mid frequencies left a little to be desired.

O'Connor's main concern was that the music felt like it was "a foot or so in front of [him], rather than on top of the seat". This desire to be "hugged" by the sound, as he described it, was helped somewhat by adjusting the sound positioning via the infotainment system, although this didn't entirely solve the problem.

"THE BASIC SYSTEM SOUNDED 'RELATIVELY DECENT' PLAYING LESS COMPLEX SECTIONS OF LED ZEP'S KASHMIR"

VOLKSWAGEN GOLF

Standard set-up: Seven speakers (four front, two rear, one dashboard)

Premium set-up: 10 speakers (four front, four rear, one dashboard, sub in boot)

Cost to upgrade: £630

STRAIGHT away, the first thing that became apparent about the Volkswagen Golf's standard-fit audio system was the strong sensation of bass that could be felt reverberating from within the front seats. Although the set-up only featured four speakers in the front, two in the back and an extra unit in the dashboard, O'Connor immediately got the impression that there might be more.

"It's really good," he said. "I feel like there must be a subwoofer under the seats, but regardless, the whole car comes to life when there's a bit of bass. It might not be your nan's preference, but I like it because it doesn't lose much frequency range when playing something quite demanding."

However, the system did struggle slightly when we were listening to our

classical music choice; as the song built to a crescendo, O'Connor said: "This is the only bit where this system struggles. You can hear it makes a little pop and sounds almost a bit crispy."

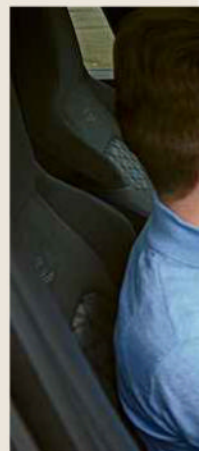
The upgraded Harman Kardon alternative, however, provided a much clearer sound in this regard. "If you're an audiophile, the clarity on this system is far superior," O'Connor said. "While you could hear a slight rattle in the door card of the other car, this one doesn't struggle at all – it really breezes through the complex segments."

Yet, while the premium system certainly did impress, O'Connor said: "If you're into your drum and bass or house music, the [standard] system is arguably better. Yes it lacks clarity, but the sensation of bass in my back and butt felt better. If you're an audiophile, the sound on [the upgraded] system is great."

"THE WHOLE CAR COMES TO LIFE WHEN THERE'S A BIT OF BASS. IT MIGHT NOT BE YOUR NAN'S PREFERENCE, BUT I LIKE IT"

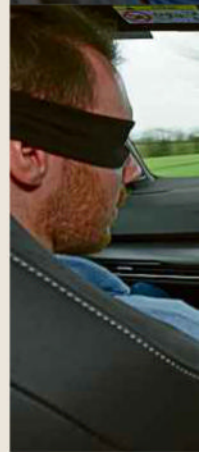
STANDARD

VW's basic set-up was so impressive – particularly with bass – that our expert was sure it must have more speakers than it did. But it coped less well with classical music.



PREMIUM

O'Connor said any audiophile would be willing to pay the extra for VW's upgraded set-up, although fans of certain types of music would be perfectly happy with the brand's standard system.



BMW i4

Standard set-up: Seven speakers (four front, one dashboard, two rear)

Premium set-up: 17 speakers (eight front, two dashboard, four rear, two on parcel shelf, sub in boot)

Cost to upgrade: £850

RIGHT from the get-go, the well rounded performance of the standard-fit system in BMW's EV had O'Connor impressed. In fact, there were times when he was convinced he was actually listening to the premium set-up.

"It really is strong across the board," he told us. "It didn't struggle anywhere; it did get a little flustered with the highest of frequencies, but I'd definitely put it well above average."

Although matters were admittedly helped by the BMW's pure-electric powertrain, O'Connor said the audio remained crystal clear on the move. However, he did add that the overall magnitude of the sound "didn't blow [him] away", commenting that he would

have expected parts of certain songs "to sound bigger".

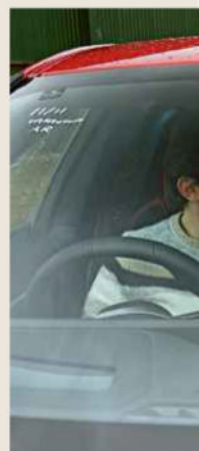
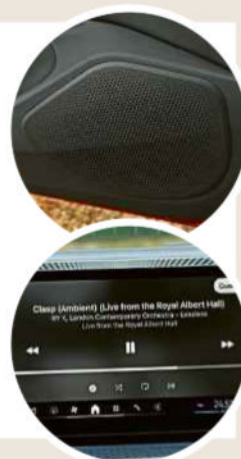
Sounding "big" was no mammoth task for the upgraded Harman Kardon system with its 17 speakers, though, with O'Connor describing what he heard as "fantastic". One of the standout features of the Beemer's high-end hi-fi was that it gave distinct separation between instruments and frequencies, which O'Connor said "allows you to hear every part of the song".

One element standing in this premium system's favour as opposed to the other Harman Kardon systems in this test was the positioning of the tweeters (high-frequency speakers) on the A-pillars. O'Connor pointed out that in the i4 "they point towards you, rather than to opposite sides of the car. Like in a home cinema scenario, this is going to give you the most immersive sound."

"ONE OF THE BMW'S STANDOUT FEATURES WAS THAT IT GAVE DISTINCT SEPARATION BETWEEN INSTRUMENTS AND FREQUENCIES"

STANDARD

The regular BMW system was so good that it could convince our expert it was the premium set-up, despite him expecting parts of some songs to sound "bigger".



PREMIUM

Position of tweeters helps the BMW system to stand out, even from the other premium set-ups. O'Connor says this helps the fantastic set-up to give an immersive sound.





WHAT MAKES A PREMIUM AUDIO SYSTEM?

ASIDE from the smattering of badges identifying a posh in-car audio system as something from a premium brand, the differences that set them apart are more than skin-deep. The Senior Engineering Manager for Bowers & Wilkins, George Fryer, told Auto Express, "While it might differ with other manufacturers, for us it's typically a collaboration; in some situations we're invited to sit in early clay models of cars to have conversations of how to engineer the car to get the best sound performance."

With this in mind, high-end systems tend to have a greater number of speakers to maximise surround-sound and frequency capabilities, and utilise much more sophisticated hardware than the standard-fit equivalent.

It's also worth pointing out that a Bowers & Wilkins system in one car won't necessarily be the same as in another – similar to how the HK set-up in the Sportage can't quite match that of the i4.

"For our home range, we have three ranges of widespeaker, but while some are more sophisticated, they all utilise our continuum cone [design]," B&W's director of partnership marketing, Tom Henderson, explained to us.

"So while there are always [cost] limitations placed on us by the manufacturer," he added, "we try to use as much common DNA and intellectual property as possible."

THE RESULT: SHOULD YOU SPEND EXTRA ON YOUR CAR'S HI-FI?

THIS really is the question at the heart of this experiment: is premium audio only worth it for audiophiles, or is it an option box most motorists should be ticking? In O'Connor's view, what it ultimately boils down to is the performance of the basic offering and the cost of the premium alternative.

For instance, he believes there's a marked improvement if you choose the Kia's Harman Kardon stereo over the standard set-up. But when asked if he'd be happy to spend several grand to step up to GT-Line S – not accounting for the extra kit this trim provides – he quickly replied: "No, absolutely not. You don't benefit all that much from added adjustability, either."

As for the BMW and Volkswagen, O'Connor believes the decision about whether to upgrade should be dependent on someone's personal circumstances. In his eyes, the base BMW arrangement "is well rounded enough and for 90 per cent of people, it's all you need."

"If you're just listening to day-to-day music playlists or putting on Radio 2, it's fine," he added. "The [Harman Kardon] is really for if you like to crank it [up] and really enjoy it. For someone like me, I think it's worth it."

On the other hand, he said, thanks to its strong low-end performance, the standard Volkswagen system "is perfect for 'bass junkies' and is probably better than the upgraded one for those buyers because it's so visceral. While I like that, I'd still probably pick the detail in the upgraded one, but the regular Golf [system] will be enough for most people."

Ultimately, all we can recommend is you try before you buy and consider your own situation before taking the plunge. As O'Connor said, you're probably not going to get the most out of a high-end system if you're simply tuning into Scott Mills every morning on an FM frequency. However, with streaming services now enabling high-bit-rate downloadable music files, going premium could be worth the cost for many of us – although not if it means unnecessarily splashing out on a top-spec model.

"WE RECOMMEND YOU TRY BEFORE YOU BUY AND CONSIDER YOUR OWN SITUATION BEFORE TAKING THE PLUNGE"



The e Vitara is Suzuki's first EV. How does the newcomer shape up against the electric version of Ford's best-selling Puma?

BRAVE NEW

ESSENTIALS

Suzuki e Vitara Allgrip-e Ultra**Price:** £34,049**Powertrain:** 61kWh battery,
2x e-motors, 181bhp**0-62mph:** 7.4 seconds**Test efficiency:** 2.8 miles/kWh**Official range:** 245 miles**Annual VED:** £195**Ford Puma Gen-E Select****Price:** £29,995 (before £3,750 Govt. grant)**Powertrain:** 53kWh battery,
1x e-motor, 166bhp**0-62mph:** 8.0 seconds**Test efficiency:** 4.4 miles/kWh**Official range:** 234 miles**Annual VED:** £195

WORLD

SUZUKI VITARA vs FO

Japanese marque makes up for lost time with all-electric Vitara

REX EVER-tightening legislation means that every car maker will eventually have to bite the bullet and introduce an all-electric model to its line-up to help cut its overall fleet emissions. Some companies have been faster to launch EVs than others, and one firm that has been a little late to the party is Suzuki. However, this has been rectified with the arrival of the e Vitara small SUV.

Although it carries the Vitara name, this new model has more in common with Toyota's forthcoming Urban Cruiser than the existing

model. It uses a bespoke EV platform, but as with the petrol-powered model, front and four-wheel drive are both available, which is a rarity in the small electric SUV sector.

Another big selling point for the e Vitara is its price tag. It starts at just £29,999 before you factor in Suzuki's grant-matching £3,750 discount, and that puts the newcomer in direct competition with one of our favourite small electric SUVs, the Ford Puma Gen-E. The Ford came a close second to the Renault 4 when we tested the pair in the summer, and with the full £3,750 EV grant now making it even more attractive, it will be a tough rival for Suzuki's newcomer to overcome.

CONTENDERS

Suzuki e Vitara

THE all-electric e Vitara has been developed in conjunction with Toyota, although the launch information confirms that Suzuki was the lead developer of the project. It's based on an electrified version of Suzuki's Heartect platform, with front and four-wheel-drive configurations are available.

There are two battery options and two trim levels to choose from, although the smaller battery only comes in Motion guise. That model currently has a £29,999 starting price before Suzuki's £3,750 discount.

HEAD TO HEAD

ON THE ROAD

SOFT suspension sees the e Vitara bob and wallow on country lanes, although that does translate into decent comfort around town. At higher speeds there is plenty of road and wind noise to contend with.

The Puma Gen-E is a sprightly performer in contrast, with sharp steering and a lighter feel in bends. Overall comfort is nearly as good as in the Suzuki in town, and the Ford is ahead on the motorway.



TECH HIGHLIGHTS

SUZUKI'S infotainment system is quite frustrating, with plenty of menus and pointless animations slowing things down. The 360-degree camera system is also disappointing, because of the poor quality of its images.

Ford's large central touchscreen is a lot easier to use, with clear graphics and useful shortcuts, including a full set of climate controls on permanent display across the bottom of the screen.



PRICE AND RUNNING

DISCOUNTED prices mean that both of these cars start at around £27,000, although you have to pay an extra £3,000 to get the Suzuki with a larger battery that can more closely match the Puma Gen-E for range.

On test, the big-battery, four-wheel-drive e Vitara couldn't match the front-wheel-drive Ford for efficiency, with the Suzuki's trip returning 2.7 miles per kWh, compared with 4.4mi/kWh for the Gen-E.



FORD PUMA GEN E

Ford Puma Gen-E

IT'S been on sale for less than a year, but the Ford Puma Gen-E is already being updated. Order a new Puma Gen-E now and you'll get a 2026 model-year car with improved battery range and Ford's BlueCruise semi-autonomous motorway driving tech as standard.

We're testing the 2025 model here, but that's no hardship because the Ford's Government discount means it matches the Suzuki on price and offers a similar amount of equipment and space inside.



THE CHASE IS ON

Suzuki will be hoping to take sales from Ford with the e Vitara, the Japanese firm's first pure-electric vehicle

PRACTICALITY

THE battery impacts on the Suzuki's boot space, with a miserly 306 litres on offer with the rear bench slid all the way forward. There isn't much space under the floor, either.

The Puma Gen-E is a masterclass in packaging, because the battery position doesn't affect the MegaBox under-floor storage, and there's 556 litres of space available. However, for passenger carrying, the e Vitara is a better option.



SAFETY

BOTH cars feature a long list of safety kit, although if you want to set the systems up the way you like, it can be frustrating. The Suzuki has numerous sub-menus to negotiate, all of which come with slow animations that don't really contribute anything.

The Ford has a single page with all the functions on it, and some settings, such as the speed-limit warning can be deactivated via a steering-wheel button.



OWNERSHIP

THERE'S a basic three-year/60,000-mile warranty offered on both cars, but Suzuki has followed Toyota's lead by offering a service-activated warranty that can cover a car for up to 10 years or 100,000 miles.

You have to pay for extra warranty cover on the Puma Gen-E, but the first two services are complimentary, courtesy of the five-year Ford Protect service plan that's included with every retail purchase.



REX SUZUKI is keeping things simple with its first electric car. There's no sub-brand or wacky new naming structure, just a little 'e' that prefixes the familiar Vitara name. The range is pretty straightforward, too, with a choice of two battery sizes, two trim levels and two drive configurations – front or four-wheel drive. And up until the end of 2025, Suzuki is offering £3,750 off every model in the line-up.

MOTORS & PERFORMANCE 4.0/5★

THERE are two battery capacities offered in the e Vitara – 49kWh and 61kWh – made up of compact 'blade' batteries that are sourced from Chinese firm BYD. There's a premium of £3,000 to upgrade Motion trim to the larger pack, while the smaller 49kWh battery isn't offered in Ultra trim at all.

The smaller unit comes with a 142bhp electric motor for a 0-62mph time of 9.6 seconds, while the 61kWh unit has a more powerful 172bhp electric motor as standard (good for 0-62mph in 8.7 seconds). Cars with Allgrip-e have four-wheel drive and a dual-motor set-up with 181bhp, which reduces the 0-62mph sprint to a lively 7.4 seconds.

However, while the four-wheel-drive model has rapid figures on paper, it still doesn't deliver the kind of 'shock and awe' acceleration that some family-oriented EVs offer these days. In day-to-day driving that's perfectly fine, possibly even preferable.

There are three driving modes: Eco, Normal and Sport. The biggest change between them is a sharper throttle pedal in Sport mode, which makes for a more responsive drive.

DRIVING 4.0/5★

THERE'S nothing untoward about the Suzuki's driving character, but then there's not much fun, either. It simply gets on with the job of going from A to B.

AROUND TOWN A tall driving position gives you a good view of your surroundings, although the narrow windows and thick C-pillars do limit rearward visibility a little. A reversing camera is fitted as standard, while Ultra models have a 360-degree system, but the picture quality is poor, with fuzzy images. Light steering and a 10.4-metre turning circle help with manoeuvrability at lower speeds, while the ride is comfortable on the whole.

A & B-ROADS As with many small electric SUVs, the e Vitara prioritises comfort over sharp handling, so it won't put a smile on your face in faster bends, but the handling is vice-free and secure. The soft edge to the ride that's apparent at lower speeds continues to be felt, although the suspension does become

unsettled by mid-corner bumps, causing the car to bob up and down on its springs. At 1,800kg, the e Vitara is heavier than cars such as the Ford Puma Gen-E and Citroen C3 Aircross, but it feels nimble enough.

MOTORWAY High-speed driving is pretty straightforward in the e Vitara, with the powertrains able to get the car up to speed without fuss. The ride is largely smooth, although larger bumps and expansion joints will see the car bounce a little on its springs.

However, one significant change with the introduction of electric drive is increased tyre and wind noise – with no petrol engine to drown out anything else, it makes these other sound sources far more noticeable.

RUNNING COSTS 3.5/5★

COMPETITIVE pricing is sure to draw buyers in, but everyday efficiency could be better.

EV RANGE/ BATTERY/CHARGING Suzuki quotes a range of 213 miles for the e Vitara when equipped with the 49kWh battery, while upgrading to the 61kWh pack sees another 50 miles added to the official range. Add Allgrip-e four-wheel drive, and the figure drops a little to 245 miles.

We tested the top-spec Allgrip car in chilly autumn weather and saw a disappointing return of 2.8 miles per kWh, which gives the big-battery model a range of 171 miles. In comparison, the Ford Puma Gen-E we tested in the same conditions returned an impressive 4.4 mi/kWh, and didn't even dip below 4.1mi/kWh on the motorway. So while the Ford has a smaller battery, its better efficiency means it can travel further on a charge.

When it comes to charging, the e Vitara's 61kWh pack will take five and a half hours to fully charge from a home wallbox, while the smaller battery takes an hour less. Suzuki claims that maximum charging speeds of 150kW are possible from a DC source, so the large battery can be taken from 10-80 per cent in 45 minutes. But when we were topping up the car we never saw a charging speed of more than 60kW – we'd need to spend more time charging to show if it was the car or infrastructure that was limiting the current.

TAX Low prices and all-electric drive mean that the Suzuki e Vitara will be attractive to business users. Lower-rate taxpayers can expect bills of less than £250 a year, thanks to its three per cent BiK rating for 2025/26.

INSURANCE High group ratings are typical of Suzuki: its position as a low-volume Japanese car maker is likely to be a factor in that. Groupings start at 20 for the base model,



SUZUKI

Company's first EV has price and



MODEL TESTED:

Suzuki e Vitara Allgrip-e Ultra

PROS

Competitive pricing for the class

List of standard equipment is long

Smooth electric powertrain

CONS

Boot space heavily compromised

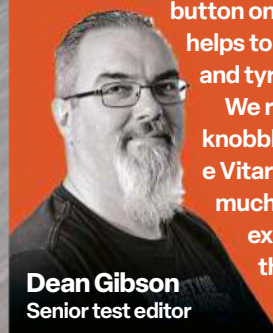
Wind and road noise at speed

Frustrating infotainment

TESTER'S NOTES

THE Vitara, and Suzuki as a whole, has a reputation for off-road capability, and that hasn't been ignored with the all-electric model. The car's ride height isn't particularly tall, but the Dual Motor model features hill descent control to help with slippery slopes, while a bespoke Trail mode – selected via a button on the centre console – helps to send power to the axle and tyres with the most grip.

We reckon with a set of knobbly off-road tyres the e Vitara might show up some much larger and more expensive 4x4s on the rough stuff.



Dean Gibson
Senior test editor

VITARA

option of four-wheel drive on its side

FEATURES

Ultra-spec e Vitaras run on 19-inch wheels, but the ride is soft; sliding rear bench allows for a boot capacity of between 238 and 306 litres, which is small for the car's class



"THERE'S NOTHING UNTOWARD ABOUT THE CAR'S DRIVING CHARACTER, BUT THEN THERE'S NOT MUCH FUN, EITHER



rising to 23 for the larger-battery model and 27 or 28 for the Allgrip models, which is likely down to the added complexity of the twin electric motor set-up.

DEPRECIATION Residual data from CDL reveals that the e Vitara will be worth around 44 per cent of its list price after three years and 36,000 miles. This is marginally better than the petrol Vitara and Ford Puma Gen-E, but the recently revealed Citroen e-C3 Aircross is ahead of all of them.

INTERIOR & TECHNOLOGY 3.5/5★

DIGITAL displays and squared-off air vents give the cabin a chunky look.

DESIGN Straight edges and chunky plastic cladding give the exterior of the e Vitara a look that ties in nicely with the rest of the Suzuki line-up, and while it looks a little plain, it does stand out in a world where rounded SUVs are becoming ever-more common.

This straight-edged theme continues inside, with the squared-off vertical air vents trimmed in gunmetal grey plastic, while a large digital screen, oddly shaped steering wheel and high-set centre console complete the layout.

QUALITY The console is trimmed in piano-black plastic on Ultra cars, but we fear that this will scratch easily and look worn over time. Still, everything seems well put together, but the material quality inside is merely average, with some harder plastics lower down.

TECH AND INFOTAINMENT Most of the e Vitara's functions are controlled via the main touchscreen, and there's just a small bank of six climate control toggles for fan, temperature, air-con, recirculation and screen heating in between the centre air vents. A volume knob sits next to those, while four buttons that select drive mode, energy recovery and the hill descent control flank the drive selector.

The driver's display is a 10.25-inch screen that can show a range of information, including mapping and economy data, and it's controlled via the multifunction wheel. Next to that is the touchscreen system, which is based on a 10.1-inch display.

The 360-degree camera system on Ultra cars insists on performing a start-up sequence that pans around the whole vehicle, but also locks out the screen while it runs. We wouldn't mind so much if the images were any good, but it just highlights the cameras' low resolution.

PRACTICALITY 3.5/5★

PASSENGER space is reasonable in the e Vitara, but its boot is small next to rivals.

FRONT SPACE The e Vitara's driving position takes a little getting used to, because the seats feel as if they're mounted quite high and the dashboard is low in front of you.

If you like your steering wheel in a high position, this can cause issues because the driver-attention sensor located on top of the steering column can obscure the lower part of the display – that's a shame because there is scope for the instruments to be located higher in the binnacle so this doesn't happen.

The front seats are firm, so they might become uncomfortable on longer trips, but there is a wide range of adjustment and a decent amount of space. The high centre console has a deep-sided storage tray below, and there are two USB sockets down there, too.

REAR SPACE The e Vitara isn't unique in the class by having a sliding rear bench, but it does help with its versatility. In its rearmost setting there's good legroom for all three seats, although the middle seat is on the narrow side and the centre console (which features two USB sockets and a small shelf) comes a little way back and encroaches on kneeroom. The floor is flat, but it's set high, so the seat bases don't offer much in the way of leg support.

BOOT SPACE The biggest compromises that the e Vitara has to make are in the boot. There's a high floor, so loading items is easy, but a 306-litre capacity is well behind class leaders. That figure is with the sliding bench fully forward – if you want to maximise legroom, then the boot shrinks to 238 litres. Under-floor storage is tight, too, with just enough space for a charging cable and tyre repair kit.

There are still some handy touches in the boot. The seat back splits three ways, and there's no risk of losing items in the void between the boot and back seats because Suzuki provides carpeted panels that cover the gap as soon as the seats are folded.

RELIABILITY & SAFETY 4.2/5★

THE e Vitara didn't score a full five stars from Euro NCAP, but its results are fairly good across the board with no drastically poor areas of performance, resulting in a four-star rating. Safety assist was the worst-scoring part of the tests, but standard tech includes blind-spot monitoring, rear cross-traffic alert, lane-keep assist and lane-departure prevention, which works in gentle fashion and isn't intrusive.

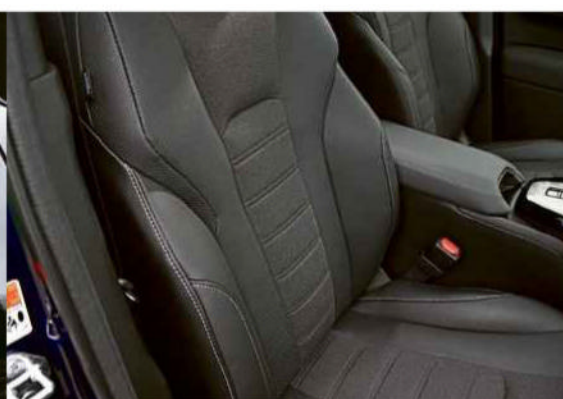
If you want the systems set up to your liking, it's a rather drawn-out process. You have to use the touchscreen, and every function, such as the road-sign detection, opens with an animation that takes time to run through.

Owners seem to be pleased with their Suzukis. The e Vitara is too new to be rated



**INTERIOR**

High seats and low dash take getting used to, while we're concerned the piano-black trim could get scratched easily

**DETAILS**

Touchscreen controls the majority of the Suzuki's functions; Eco, Normal and Sport drive modes are selected via a button on the centre console; front seats offer plenty of space and adjustment, but are firm

"EVERYTHING SEEMS WELL PUT TOGETHER, BUT THE MATERIAL QUALITY INSIDE IS MERELY AVERAGE

**REAR SEATS**

Bench slides to allow passengers extra legroom, but the high-set floor means the seat bases don't offer much thigh support

**TESTER'S NOTES**

THE Suzuki e Vitara's basic design is quite neat. It looks stocky thanks to its narrow windows, short overhangs and squared-off wheelarches, although fitting the rear doors with handles located in the C-pillars seems like a styling cue that's been cribbed straight from the early 2000s.



Dean Gibson
Senior test editor

These will be retained for the platform-sharing Toyota Urban Cruiser, too. In fact the only difference between the two cars will be the addition of a C-HR-style front end to the Toyota, because the cabin will be carried over.

on the Driver Power survey, but owners of other Suzuki models have praised their ride and handling, safety systems and overall road manners to help the manufacturer finish ninth out of 31 brands in the 2025 Driver Power poll, well ahead of many larger marques.

WARRANTY 4.6/5★

SUZUKI provides a three-year/60,000-mile warranty as standard, but owners can take advantage of a service-activated warranty that lasts for up to 10 years or 100,000 miles. This cover also includes the drive battery.

SERVICING 4.0/5★

WHILE the e Vitara is too new to confirm service details, you can expect maintenance to cost less than the petrol Vitara, courtesy of the fewer moving parts than an EV has.



FORD'S smallest EV heads down the tried-and-tested route of fitting an electric powertrain to an existing ICE model, but as we found out when we tested the Puma Gen-E against the Renault 4 in the summer, this hasn't dampened its sense of driving fun. The updates for the 2026 model year are unlikely to change that, while the benefit of the Government's EV grant helps to make the Puma Gen-E look even more tempting.

MOTORS & PERFORMANCE 4.2/5★

AS with the combustion-engined Puma, the Gen-E is front-wheel drive, but power comes from a 166bhp electric motor with 290Nm of torque. It's the second most powerful model in the Puma line-up after the ST, although how it delivers its power is very different. There's a 0-62mph time of eight seconds, which is 0.6 seconds slower than the Puma ST's, but the instant torque of the Gen-E's electric powertrain helps it to sprint off the line cleanly and with zero fuss.

Kerbweight is 1,563kg, which is around 200kg more than an EcoBoost auto model, but is still lighter than most rivals. This helps the Gen-E to feel sprightly and helps with efficiency.

DRIVING 4.3/5★

THERE'S more weight to deal with than in the petrol Puma, but the Gen-E still delivers an entertaining drive that puts it at the front of the small SUV pack.

AROUND TOWN A responsive chassis and quick steering are trademarks of the petrol Puma, and when these are combined with the instant pick-up of the electric powertrain, not to mention the car's compact dimensions and decent visibility, it means the Gen-E is a perfect choice for city driving. There is a firm edge to the Ford's ride, but that's easy to forgive when the trade-off is agile handling.

One major difference between petrol and electric variants is the lack of a handbrake on the Gen-E. Instead, the parking brake is only applied when you select Park via the button on the end of the drive selector on the right-hand side of the steering column. The rest of the time there's an auto-hold function that operates as standard. It can be a little jerky to engage or disengage, though, which can make low-speed manoeuvring a bit awkward.

As well as the standard Drive mode, you can move the column shift again to select 'L' mode, which increases how quickly the Puma slows when you lift off the throttle. It's useful in town and means you barely need to touch the brake pedal in stop-start traffic. One-pedal driving is available, but it's fiddly to access via the touchscreen if you like to change the level of energy recovery when you're driving.

A & B-ROADS There's a bit more weight for the Gen-E to contend with, but overall it handles as sweetly as the petrol Puma on twisty roads. It's helped by the fact that the weighty battery is set low in the chassis – you can see its black housing hanging below the sills – so body roll is kept largely in check. There's lots of grip, too, but when the Puma does reach the limit, its behaviour is neutral with a bias towards understeer.

Sport mode changes the colour of the dials and sharpens the throttle response, while Slippery and Eco settings are also available. The latter dulls the car's responses and restricts the climate control, too.

In addition to the drive modes, a sound generator has been added to give a sporty edge to the Gen-E's powertrain. From idle it has hints of the gruff EcoBoost three-cylinder found in the petrol Puma, but it takes on a more synthesised edge at higher speeds.

MOTORWAY High-speed refinement takes a step forward with the Gen-E. Wind and road noise is low at the motorway limit, while the EV's softer suspension helps with ride comfort.

In a lot of small EVs the powertrain can run out of steam at higher speeds, but the Puma still delivers quick reactions. And, of course, the addition of BlueCruise will help to take even more strain out of motorway driving.

RUNNING COSTS 4.5/5★

DISCOUNTS on already competitive prices help the Puma Gen-E to look even more attractive, while excellent efficiency makes best use of the battery capacity that's available.

EV RANGE/ BATTERY/CHARGING The Puma Gen-E only has a modest 53kWh battery that's on par with the Renault 4 and rival small SUVs from Stellantis, but the Ford has efficiency on its side. We've tested the 2025 car in hot and chilly conditions, but on all occasions it's had the measure of its rivals.

At the height of summer, a return of 4.7 miles per kWh was well ahead of the Renault 4 (4.0mi/kWh), while in colder weather it only decreased to 4.4mi/kWh when the Suzuki e Vitara (admittedly with less efficient four-wheel drive) could only manage 2.8mi/kWh. The official range of 233 miles will increase to 248 miles for 2026 model-year cars, and we fully expect the Puma to equal its closest rivals for overall range, despite many of them having larger battery packs at their disposal.

One disappointing aspect of the Puma Gen-E that won't change with the 2026 model year is charging speeds. There's a maximum rate of 100kW on offer, which is behind the best in the class, although it does mean the Puma's battery can be charged from 10-80

STYLING

A lower ride height and a blanked off grille are telltale signs that this is the Gen-E, which is second only to the petrol ST in the Ford Puma power stakes



FORD P

Tight rear passenger space aside



MODEL TESTED:

Ford Puma Gen-E Select

PROS

Efficient electric powertrain

Switch to EV hasn't spoiled driving fun

Great boot space for car's size

CONS

Cramped rear seats for families

Auto hold is jerky to disengage

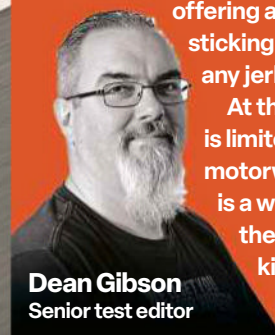
DC charge speeds could be faster

TESTER'S NOTES

WE can't try BlueCruise in the Puma Gen-E until the 2026 model year cars arrive, but I've tasted it in a Mustang Mach-E SUV. My route included busy sections of the M6 and M42 around the West Midlands, but the system proved to be effective even when having to deal with narrow lanes through roadworks,

offering a smooth drive and sticking to its lane without any jerky steering inputs.

At the moment the system is limited to use on the UK's motorway network, but it is a welcome addition to the roster of safety kit on the Puma Gen-E.



Dean Gibson
Senior test editor

PUMA GEN-E

...e, the electric Puma is a sound crossover choice



"THE PUMA GEN-E STILL DELIVERS AN ENTERTAINING DRIVE THAT PUTS IT AT THE FRONT OF THE SMALL SUV PACK"



per cent capacity in 23 minutes when plugged into a powerful enough DC source.

TAX Low list prices mean that the Puma Gen-E will be a cheap company car to run, with lower-rate taxpayers facing annual bills of less than £200 for either model. But rivals such as the Renault 4 are cheaper still. Annual road tax for the Gen-E is the same as that for the standard Puma because EVs now pay it at the same rate as a combustion-engined car.

INSURANCE The Puma's sheer numbers mean that parts availability is good, although the Gen-E is in groups 18 and 19, with only the high-performance ST model sitting higher. That's still a pretty good group rating, though; electric versions of the Peugeot 2008 and Vauxhall Mokka sit in group 22 and higher, while the Renault 4 is in groups 27 and 28.

DEPRECIATION The Puma is a big seller, so its residuals are only average, while it appears that the novelty of the Gen-E has worn off since its launch. Although it had residuals of up to 50 per cent in the summer, it's now dropped into the 40-42 per cent range, around seven per cent behind the petrol cars. For reference, the hot Puma ST still retains 54 per cent of its list price after three years.

INTERIOR & TECHNOLOGY 4.2/5★

THE clues are there to help separate the Gen-E from petrol versions of the Puma.

DESIGN Packaging an electric drivetrain into a bodysell originally designed for combustion engines is tricky, but Ford has pulled it off. The biggest visual clues to the Gen-E include the body-coloured panel where the grille sits on the petrol Puma, a machined finish for the alloy wheels and white lettering on the tailgate. A less subtle indicator is the Gen-E's reduced ground clearance – at 129mm it sits 34mm closer to the road than the petrol car.

The biggest update inside is to the centre console, which features a split-level design finished in piano-black plastic. The drive selector is on the steering column; like Ford's other EVs, the Gen-E has its indicators and wipers on a stalk to the left of the wheel.

QUALITY The Gen-E feels just as well built as the petrol Puma, with harder plastics lower down in the cabin that feel sturdy, plus leather-effect trim on the dashboard for a more premium feel. We do wonder how well the shiny plastic centre console trim will stand up to knocks and scratches, though.

TECH AND INFOTAINMENT Sitting on top of the dash is a piece of fabric-covered trim

which is actually a sound bar, a design feature that also appears in the larger Explorer and Capri EVs. Top-spec Premium models, and the limited-run Sound Edition, are upgraded with a B&O system for additional audio pleasure.

The climate controls are on permanent display across the bottom of the touchscreen, so they're relatively easy to use when you're moving, but the temperature selection is a bit too fiddly. You press it once for a temperature bar to appear, then you need to use the screen a second time to adjust it; we'd be happier if it was a single press for convenience. If you want more detailed control of the cabin climate, there's a menu to navigate to, but the three-stage Auto setting is pretty effective as it is.

PRACTICALITY 4.5/5★

THE Puma packs plenty of practicality into its compact dimensions, even if the rear seats are a bit too small for family use.

FRONT SPACE There's a snug feeling to the Gen-E's cabin, courtesy of the high-set centre console, but a wide range of wheel and seat adjustment means that it doesn't feel cramped.

The console has trinket trays on top and underneath, while there's a wireless phone-charging pad below the dash and USB sockets beneath. Most control functions are operated via the touchscreen – only a volume knob and switches for the hazard lights, drive modes and windscreen demister remain. Storage is fine, with a reasonable centre armrest bin, while the door bins are a decent size, but awkwardly shaped.

REAR SPACE Choosing the Gen-E over the petrol Puma doesn't demand compromise in terms of interior space, but the car itself is a little snug in the back when compared with some rival small SUVs. There's not as much head or legroom as you'll find in many rivals, and three-abreast seating will be especially tight – the rear bench is so narrow that there's no fold-out armrest, and the centre seat is more of a perch. The small rear windows add to the claustrophobic feel, while hard plastics are the order of the day. Luxuries are few and far between, with just USB sockets on offer.

BOOT SPACE To make up for the shortage of passenger space, the Puma has a vast boot, and it's even roomier in Gen-E guise. The main space is fine, but the surprise is under the boot floor, where the GigaBox resides. The petrol Puma features a MegaBox, with a plastic recess and drain plug, but the Gen-E's is even bigger with an extra 65 litres of capacity to create a 145-litre space. But the load lip is quite high, while the flimsy fabric load cover feels cheap and easy to break.





INTERIOR

Split-level centre console is unique to the Gen-E and, as with the e Vitarā, we fear its piano-black trim will be susceptible to scratches. The cabin feels well built, though



DETAILS

High centre console makes the front of the Puma Gen-E feel cosy; digital instruments are clear and easy to read when on the move; there is handy 43-litre 'frunk' under the Ford's bonnet, a feature that the e Vitarā doesn't get

"LOW LIST PRICES MEAN THAT THE FORD PUMA GEN-E WILL BE A CHEAP COMPANY CAR TO RUN"



REAR SEATS

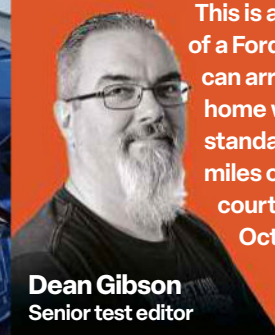
There's not as much head or legroom for passengers in the back of the Ford, but the trade-off is a bigger boot



TESTER'S NOTES

FORD is very keen to get buyers behind the wheel of the Puma Gen-E. As well as including five years of complimentary servicing, roadside assistance and online services with each car, not to mention the full Government EV Grant qualification, the firm is also offering the Ford Power Promise.

This is available to any buyer of a Ford EV, and means you can arrange for either a free home wallbox charger with standard installation or 10,000 miles of free electricity, courtesy of provider Octopus Energy.



Dean Gibson
Senior test editor

RELIABILITY & SAFETY 4.5/5★

EURO NCAP's four-star score for the petrol Puma also applies to the Gen-E, while the optional Advanced Driver Assistance Pack (£950) must be added if you want 360-degree cameras, front parking sensors, adaptive cruise control and blind-spot detection.

WARRANTY 4.0/5★

FORD'S three-year/60,000-mile warranty is pretty average, but you can pay to extend it up to five years and 100,000 miles. The Gen-E's battery is covered for eight years or 100k miles.

SERVICING 4.5/5★

THE Puma Gen-E gets a five-year Ford Protect maintenance package. This covers the car's first two scheduled services and adds roadside assistance for the duration of the plan.

PRICES AND SPECS

	SUZUKI E VITARA	FORD PUMA
Our choice	e Vitara Allgrip-e Ultra	Puma Gen-E Select
Price from/price as tested	£29,999/£34,049	£29,995/£26,245

POWERTRAIN AND PERFORMANCE

Powertrain	2x electric motors	1x electric motor
Power	181bhp	166bhp
Torque	307Nm	290Nm
Transmission	Single-speed/4WD	Single-speed/FWD
0-62mph/top speed	7.4 seconds/93mph	8.0 seconds/99mph
Battery capacity/usable	61/61kWh	53/43kWh
Official range	245 miles	234 miles
Charging	150kW (10-80% in 45 mins)	100kW (10-80% in 23 mins)

DIMENSIONS

Length/wheelbase	4,275/2,700mm	4,313/2,588mm
Width/height	1,800/1,640mm	1,805/1,555mm
Rear knee room	620-870mm	605-855mm
Rear headroom/elbow room	920/1,445mm	848/1,381mm
Boot space (front/seats up/down)	N/A/238-306/562 litres (to window line)	43/556/1,283 litres
Boot length/width	670/985mm	725/1,000mm
Boot lip height	790mm	765mm
Kerbweight/payload/towing weight	1,899/451/750kg	1,563/452/750kg
Turning circle	10.4 metres	10.5 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£14,811/43.5%	£10,944/41.7%
Depreciation	£11,438	£15,301
Insurance group/quote/VED	28/N/A/£195	19/£663/£195
Three-year service cost	TBC	£0 (Five years)
Annual tax liability std/higher rate	£226/£453	£180/£359
Annual electricity cost (10k miles)	£943	£600
Basic warranty/recovery	3yrs (60,000 miles)/1yr	3yrs (60,000 miles)/3yrs
Driver Power manufacturer position	9th	23rd
NCAP Adult/child/ped./assist/stars	77/85/79/72/4★ [2025]	75/84/70/69/4★ [2022]

EQUIPMENT

Metallic paint/wheel size	£650-£950/19 inches	£800/17 inches
Parking sensors/camera	Front & rear/360 degrees	Rear/yes
Spare wheel/Isofix points	Repair kit/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/no	Keyless go/no
Leather/heated seats/wheel	Part-artificial/yes/yes	No/£350 pack/£350 pack
Screen size/digital dashboard	10.1/10.25 inches	12.0/12.8 inches
Climate control/panoramic sunroof	Yes/yes	Yes/£1,100
USBs/wireless charging	Four/yes	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/no	£950 pack/yes
Adaptive cruise/steering assist	Yes/yes	£950 pack/no

WHAT WE WOULD CHOOSE

SUZUKI The only options on the e Vitara are cosmetic, with metallic paint available across the range. Ultra spec can be had in dual-tone colours (ie, adding a contrast black roof), while tan upholstery is standard with silver or green paint.

FORD A panoramic roof is £1,000, while the £350 Winter Pack adds a heated steering wheel and seats. The Driver Assist Pack (£950) has 360-degree cameras, blind-spot detection, front assist, lane-change warning and more.

INFOTAINMENT



Suzuki e Vitara 3.2/5★

INTEGRATED DISPLAY SYSTEM
KEY FEATURE: SUZUKI CONNECT

PERHAPS the most frustrating part of the Suzuki is its infotainment. It's simply too slow and relies on too many menus to be easy to use, with slow animations and multiple screen presses to get to any feature.

Take the heated seats. While some cars have a physical switch, the Suzuki needs at least three screen presses to access the function, which can be distracting. Connecting to Apple CarPlay was frustratingly long-winded, but once connected we could bypass most of the built-in systems.



Ford Puma Gen-E 4.4/5★

FORD SYNC | KEY FEATURE: FORD PASS CONNECT

THE large 12-inch display in the Puma has sharp graphics and quick responses, so it's pleasant enough to use. At start-up the home screen is split into three, or you can select one function to take up the whole screen. However, a wide side bar allows you to flip between functions, even if you're using your smartphone apps.

A button in the top-right corner gets you back to the home page, although the size of the display means that a section of the screen is obscured by the steering wheel.

“THE SUZUKI'S INFOTAINMENT SYSTEM IS TOO SLOW AND RELIES ON TOO MANY MENUS TO BE EASY TO USE



SUZUKI e VITARA BEST FOR:

Passengers – A sliding rear bench really boosts the e Vitara's passenger-carrying capability, and it offers more space in the back seats than most rivals. Boot space is disappointing, though.

FORD PUMA GEN-E BEST FOR:

Efficiency – Converting an ICE model into an EV usually demands compromises, but that simply doesn't happen with the Puma Gen-E. It's one of the most efficient EVs we've tested.



RESULTS

WINNER ★★★★★☆**Ford Puma Gen-E**

EVEN without the enhanced driving range and added autonomous motorway driving tech of the 2026 model year, the Ford Puma Gen-E is well ahead of the Suzuki in most respects. The only issue that potential buyers might have is with its limited rear passenger space.

In every other respect the Gen-E is a great small EV. Efficiency is excellent, the powertrain is responsive, the tech on board is easy to use, and the compromise between ride and handling delivers an enjoyable drive that doesn't come at the expense of comfort.

**INTERESTED?**

Scan the code for to see new Puma Gen-Es on sale now

**RUNNER-UP** ★★★★★☆**Suzuki e Vitara**

FOR a first effort, the Suzuki e Vitara is a pretty good small electric SUV. But it has arrived at a time when some big hitters have landed in the market, so we feel that it'll struggle to make an impact. To that end, its competitive pricing will stand it in good stead, while the option of four-wheel drive will please Suzuki fans.

But there are one or two flaws that hold it back. The infotainment system is frustrating to use, and the driving position won't suit everyone, while the small boot will be an issue for buyers looking for family transport.

**INTERESTED?**

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SECOND REPORT

VOLKSWAGEN GOLF R

Track day gives us a chance to test hot hatch's high-performance credentials



Richard Ingram

Richard.Ingram@autoexpress.co.uk

REX MANY people consider the humble hot hatch to be a jack of all trades. Something that can do the school run or hop to the shops, before transforming into a scintillating sports car the moment the road opens up.

But to find out if the latest Volkswagen Golf R is the consummate single-car solution, I subjected it to the ultimate test: a track day. And no ordinary track day either; my plan was to join my colleagues at evo magazine for their last organised session of the season – around the Goodwood Motor Circuit in West Sussex.

I'm lucky that in this job, I've driven on lots of race tracks, but I was worried that the Golf would feel out of its depth – and that's before you consider that most of the other drivers knew their cars inside out; I'd only had the VW for a month or so at the time.

The sessions were divided into 15-minute slots, and there was no telling what you'd be jostling for track space with until you rolled into the pit lane. My first run saw me sitting

with an Alpine A110, a Porsche Cayman GT4, a current-generation Honda Civic Type R, a BMW M3 Touring and a Nissan R35 GT-R.

Following that first stint, familiarising myself with the track and trying not to get edged out by stiffened supercars, I came away a little despondent. Where the Golf felt too firm on the road, it rolled more than expected through fast changes of direction. The gearbox was quick to shift, but I found myself wanting more revs. The optional Akrapovic exhaust also didn't feel worthy of its £3,395 premium.

But with every subsequent session I became more connected with the car; generating extra heat in the tyres meant more grip, which in turn meant more speed. Better learning the rev pattern resulted in smoother gearchanges, only aided by the Black Edition's more tactile shift paddles. The Golf R impressed with its straight-line speed; the tried and tested 2.0-litre turbo engine more than held its own.

The brakes were fantastic and completely resisted fade, proving consistent lap after lap. The 'R' drive mode, accessed via a steering-wheel shortcut button, put the Golf in its most highly strung settings, while another press let the car relax in 'Eco' for the cool-down lap.

Of course, the best bit about the Golf R is its duality. It'll take a pounding on track – over

Rich Pearce

TOUGH TEST

The Golf R's straight-line speed was impressive and the brakes were up to repeated high-speed laps



MODEL TESTED:

Volkswagen Golf R Black Edition 2.0 TSI 4MOTION

On fleet since: September 2025

Price new: £47,050

Powertrain: 2.0-litre 4cyl turbo petrol

Power/torque: 328bhp

CO₂/tax: 186g/km/37%

Options: R Performance Akrapovic exhaust system (£3,395), Panoramic sunroof (£1,250), Carbon decorative inserts (£810), Adaptive chassis control (£735), Area view (£335)

Insurance*: Group: 34 Quote: £1,000

Mileage/mpg: 8,032 miles/32.4mpg

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

Efficiency on a motorway cruise
Level of winter weather grip
Paint shuns road grime

CONS

Small for a family of three
Wireless charging pad overheats
Urban fuel consumption

CIRCUIT TRAINING

Rich put the Golf R through its paces at Goodwood, where it held its own against the likes of Alpine and Porsche

four sessions and 1h 20min, it averaged just 9.4mpg, and used more than three-quarters of a tank of super-unleaded – before slinking submissively into its normal routine, and the 60-mile slog back up the A3 to London.

Despite its recent track time, the car's long-term fuel economy is improving. It's still pretty thirsty in town – no thanks to the intermittent stop-start system, which displays little rhyme or reason as to when or why it chooses not to function – but on a run I'm seeing close to 40mpg. Over the first 2,500-odd miles, I'm averaging 32.4mpg, which I don't think is too bad, considering this car's performance.

Other downsides? The wireless charging pad overheats, occasionally causing the Apple CarPlay connection to cut out. The car's trick all-wheel drive system – which offered unflappable traction on track, and will no doubt come into its own as the temperature starts to drop – cuts boot space by 40 litres to 341. We're a family of three and struggle to fit in everything we need for a weekend away. The cabin is cramped too, making it truly tight if we ever want to squeeze five in for a short trip.

But I can forgive the odd failing. The comfy seats, extensive kit list and instant throttle response make it a talented all-rounder that's well worthy of any hot-hatch shortlist.

TRACK DAY

Our Golf R passed its performance evaluation with flying colours at our sister magazine evo's last track event of the year



VERDICT ★★★★★

THE Golf R continues to impress as a car that really can do (almost) everything. It's as capable of sorting the school run as it is running laps around Goodwood, and I reckon it'll come into its own as winter sets in and the roads get more treacherous.

“GENERATING EXTRA HEAT IN THE TYRES MEANT MORE GRIP, WHICH IN TURN MEANT MORE SPEED”





Thomas.Jervis@autoexpress.co.uk

REGULAR Auto Express readers will know that I've just come to the end of a test of a Vauxhall Grandland. Having parted ways with perhaps one of the most sensible EVs on the market, I've been on the lookout for something fun and exciting.

Enter the Renault 5 which, if you look at its dating profile (or "technical specification", as the car industry calls it), appears to be the ideal match for me and my lifestyle.

I can't say that I've ever used Tinder, but I'm pretty certain that just like when buying a new car, the way something – or in the case of online dating, 'someone' – looks probably has the most significant influence as to whether you'll 'swipe right' or not.

As shallow as this might seem, it's hard to deny the retro looks of the R5 are not only refreshingly striking, but also that all of the quirky design elements come together to form a cohesive and attractive package.

My highlight has to be the illuminated '5' on the bonnet; watching it slowly light up as the car builds charge almost makes up for the Renault's rather pedestrian 100kW maximum charging speed.

I also agree with my colleague, news reporter Ellis Hyde (the R5's previous guardian), that the R5's Pop Yellow! paintwork is a welcome splash of colour on the UK's gloomily grey roads.

One thing I'm less convinced by, however, is the look of the top-spec Iconic Five model's 18-inch 'chrono' wheels. These feel a bit too futuristic for the R5's retro styling.

But one shouldn't take my opinions on aesthetics as gospel because while double-denim is typically seen as a clothing crime, I'm a huge fan of the Iconic Five's yellow denim seats. These are more than comfy on longer journeys and their three-stage heating is certainly a welcome addition as temperatures have dipped dramatically.

All things considered, the R5 is already showing itself to be far from just a trophy companion, because its powertrain has been commendably efficient, even on the motorway in the cold late Autumn months.

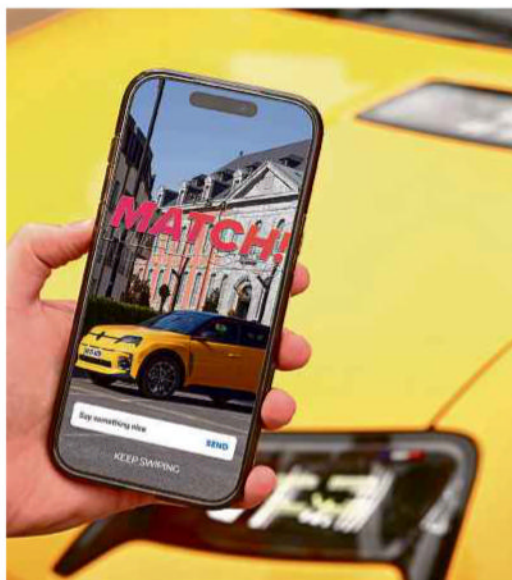
Most of my time driving is spent around the city centre – one of the many reasons why the R5 suits me well – but I've recently been doing a lot of runs on the motorway. Despite this and the recent cold snap, the electric supermini has averaged around 3.3 miles per kilowatt-hour, which translates to a real-world motorway range of around 170 miles – 80 miles shy of Renault's claim, but



FOURTH REPORT

RENAULT 5

Has our man finally found his perfect partner? Very possibly



HAPPY COUPLE

Our man thinks he's struck gold in the dating game with the Renault 5, which suits him almost perfectly



MODEL TESTED:

Renault 5 E-Tech Iconic Five

On fleet since:	April 2025
Price new:	£28,995
Powertrain:	52kWh battery, 1x e-motor,
Power:	148bhp
CO ₂ /BiK:	0g/km/3%
Options:	Pop Yellow! metallic two-tone paint (£1,200)
Insurance*:	Group: 22E Quote: £543
Mileage:	6,780
Efficiency:	3.3 miles/kWh
Any problems?	None

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

Good to drive
Retro styling
Snappy infotainment system

CONS

Limited range
Some plasticky trim
Annoying column shifter

not too bad given the time of year and type of driving I've been doing.

It's refreshing to be in a car that feels the right size in town. Yet, while parking the R5 is less daunting than sliding into someone's DMs (direct messages, for those non-Tinder users among you), it's made a bit trickier by the huge blind spot created by the C-pillar.

Perhaps the most frustrating item is the column-mounted shifter. It's very easy to accidentally put the car in reverse when you want neutral, because there's no 'park' position. But these are just a couple of very small red flags amidst a sea of green.

VERDICT ★★★★★

THANKFULLY, my time with the Renault 5 won't be a short-term fling; I've got six months to appreciate the so-called 'it-girl' of the automotive scene. I was initially drawn to the R5 by its looks, but have already discovered it's also brimming with talent and personality.

"MOST OF MY DRIVING IS IN TOWN – ONE OF THE MANY REASONS WHY THE DINKY R5 SUITS ME SO WELL"

FLEETWATCH



SKODA ELROQ vRS

EVERY so often a car comes along that's so good you just fall in love with it. Four years ago, I drove our 2021 Car of the Year – the Hyundai Ioniq 5 – and liked it so much that I ended up buying one. Now, I'm getting the same feeling for the Skoda Elroq that I'm currently running on our fleet. Our 2025 Car of the Year has been so impressive during its time with me that I'm seriously thinking it might be the car to replace the Ioniq 5 on my driveway.

PETE BAIDEN



BMW X3

WHAT witchcraft is this? The X3 that's just joined our fleet relays Google Maps' instructions in its Head-Up Display, a very welcome first for one of my long-termers. But while BMW has raised the tile size of its apps and listed them by category, they're still not user-friendly. Ditto the way the camera relay ghosts out areas and switches views at crucial times. Let's hope BMW's upcoming Neue Klasse software rights these wrongs.

PHIL McNAMARA

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PRODUCTS

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Price: £15 Contact: shop.goodwood.com



IF you want to keep the kids (and the adults too) away from their screens this Christmas or are looking for a gift for an enthusiast who loves old cars, then these cards might be a good deal. Goodwood has teamed up with the classic game Top Trumps to create a deck inspired by the circuit's famous Revival meeting.

The game involves comparing the specifications of various cars and bikes, meaning you naturally learn more about the detailed specifications as you play. It will also help players identify the machines at future Revival meetings, whether you are watching them live or on the TV.

The special deck is stacked with cars and motorbikes that have featured at the annual event. Among the 30 cards are a 1963 AC Shelby Cobra, a 1964 Mini Cooper S, a 1950 BRM Type 15 V16, a 1962 Ferrari 250 GTO and a 1953 Manx Norton.

Each card is designed with a typically high-class Goodwood retro feel to resemble an old race programme. It lists the car or bike's engine capacity, number of cylinders, power output, Goodwood Circuit lap time and the coveted Top Trumps Rating, with the best number winning the round. There is also a brief 'Fact File' giving a description

of each car or bike, saying why it's special and listing its country of origin, to further build up the players' knowledge.

The special Goodwood cards cost more than twice as much as other car-based Top Trumps packs, but it's possible they'll have collectable status. They can also be ordered from the Goodwood shop already gift wrapped for an extra £2.50.



Cards have been designed to look like one of Goodwood's classic race programmes

BOOKS

Ferrari

Pino Allievi (Taschen, taschen.com)

Price: £125 Rating: ★★★★★

THIS enormous volume isn't one that you can slide under the pillow for some cheeky bedtime reading, and you might need to reinforce the furniture if you're intending it to be a coffee-table book. But as the ultimate gift for a Ferrari lover, it's superlative.

It was only previously available as a signed copy in an aluminium display case, or as an 'Art Edition' encased in a custom sculpture. These retailed for £15,000 and £50,000 respectively, which rather limited their audience. This £125 version is the everyman's title, but it's still gorgeously produced, including a beautiful cover in Ferrari's iconic red.

Inside, the imagery is a highlight – with fabulous, full-page photographs of some of the most handsome cars ever built. The book was produced with full access to Ferrari's archives, with photos spanning the company's full history both on road and on track. They are so fantastic that, for some buyers at least, the text is likely to be merely supplementary.

Not that it deserves to be – the words are informative and comprehensive, although the choice of a red font means it's not as easy on the eye as the rest of the book.

If you want the ultimate gift for a Ferrari collector or automotive bibliophile, and the collectors' editions of this book were just a bit too dear, then this title's most definitely worth it.



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IG1900	2000W	20	010617117	£313.00	£394.80	£375.60	
IG2300	2200W	21	010612302	£379.00	£466.80	£454.80	
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CARDIFF, CF24 3DN	02920 465424	GLOUCESTER, GL1 4HY	01452 417948	MIDDLESBROUGH, TS17 6BZ	01642 677881	SWINDON, SN1 3AW	01793 491717
CARLISLE, CA1 2LG	01228 591666	GRIMSBY, DN32 9BD	01472 354435	NORWICH, NR2 4LZ	01603 766402	TWICKENHAM, TW1 4AW	0208 892 9117
CHELSEA, GL52 2EH	01242 514402	HULL, HU9 1EG	01482 223161	NORTHAMPTON, NN5 5JW	01604 267840	WARRINGTON, WA2 8JP	01925 630937
CHESTER, CH1 3EY	01244 311258	ILFORD, IG2 7HU	0208 518 4286	NOTTINGHAM, NG1 1GN	0115 956 1811	WIGAN, WN5 9AU	01942 323785
COLCHESTER, CO1 1RE	01206 762831	IPSWICH, IP1 1UZ	01473 221253	PETERBOROUGH, PE1 2PE	01733 311770	WOLVERHAMPTON, WV4 6EL	01902 494186
COVENTRY, CV1 1HT	02476 224227	LEEDS, LS4 2AS	0113 231 0400	PLYMOUTH, PL4 9HY	01752 254050	WORCESTER, WR1 1JZ	01905 723451
CRAYFORD, CR2 6EU	0208 763 0640	LEICESTER, LE4 6PN	0116 261 0688	POOLE, BH14 9HT	01202 717913		
DARLINGTON, DL1 1RB	01325 380841	LINCOLN, LN5 8HG	01522 543036	PORTSMOUTH, PO3 5EF	02392 654777		

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NEW PRODUCT

Laser Portable Endoscope

Price: £468 Contact: lasertools.co.uk



REX WHEN you are trying to find a fault in a tight spot on your car, there are two choices – take everything to pieces so you can get a good look at it, or use an endoscope.

These are tools that are similar to those used by doctors to probe your insides, and allow you to inspect the internals of your engine, behind dashboards and even along your sills to check for corrosion.

Laser Tools' new Portable Endoscope Camera is a professional-grade inspection tool, with a price tag to match. But unlike cheaper alternatives, it features a 360-degree swivel lens that's mounted on a huge one-metre-long flexible probe.

While conventional endoscopes rely on fixed 45-degree mirrors to see around corners, the Laser's tiny 3.9mm camera head can be precisely manoeuvred into smaller gaps and holes, allowing it to look back on itself – making it ideal for inspecting engine valves while the cylinder head is in place, tight cavities and other complex mechanical components.

To ensure the image is bright, the camera area is illuminated by built-in LEDs with six adjustable brightness

levels. The camera gives a 70-degree view on an 854 x 452 pixel display, giving it an effective resolution of two megapixels. This can either be watched live on the five-inch colour LCD screen or saved to the Laser's 32GB Micro SD card and watched on a PC or bigger monitor if you need to see the real detail. The video or still image files can also be transferred via a USB-C connection.

It is powered by a 2000mAh Li-ion battery, which is claimed to give three hours of operation, and is rechargeable via a USB-C cable.

IMAGERY

The Laser Portable Endoscope allows you to see internal components of engines, as well as inside body cavities such as inner sills



FIRST TEST

Ferosticker

Price: £32-£71 Rating: ★★★★★

Contact: ferosticker.com

WHILE we all worry about picking up a scratch or dent on our precious cars, we probably don't give a thought to a potentially much more lethal threat – fire. However, according to official figures, around 100,000 cars per year are damaged by flames. Even a small fire can quickly cause a write-off, bumping up insurance premiums and causing heartbreak for classic and custom car owners in particular.

The Ferosticker is a clever reinvention of the traditional fire extinguisher, which is safer to use and promises to be more effective too.

Rather than needing anyone to operate it, the Ferosticker attaches to the inside of your bonnet or in any other enclosed place using the adhesive backing, or it can be fixed with screws for extra security. If it's exposed to a direct flame, or temperatures above 170 degrees, a potassium-based extinguishing agent is released, which prevents the chemical reaction needed for flames.

We built a test rig to mimic a small engine bay fire, using a barbecue, metal tins and a small pot of petrol surrounded by cotton rags and straw. After 17 seconds, the Ferosticker activated, deploying a cloud of grey smoke accompanied by a fizz. When the fog cleared, the pot of petrol was no longer burning and there was no residue. There was still some smouldering on the rags and straw, but the flames had gone.

We tried the smallest and cheapest F01, which is claimed to be suitable for spaces up to 0.1 cubic metres. For a car's engine bay, we'd suggest fitting two – or the larger, disc-shaped F03.



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*compared to standard halogen bulb



TESTED Cordless tyre inflators

GET PUMPED UP: Don't let a flat tyre strand you at the roadside. These rechargeable inflators work a treat, but which is better for your glovebox?

MINI TEST



Tom Barnard

CHECKING your tyre pressures regularly is essential for your car's safety, but it's never a task anyone will enjoy. That's especially true if you're forced to pump up a tyre by the side of the road after picking up a puncture or getting a warning light on the dash.

That's why we welcome any product that makes the job a little easier. We've previously been impressed by a cordless inflator from Astro AI, which is small enough to leave in your glovebox but has the power to pump up all four tyres from flat on an average-size car without needing to be recharged.

It now has a new rival from Ring, called the Tyreinflate GO 10. It costs £10 more, but is faster and has more battery life – plus a storage bag. It's worth the extra, and takes the win.

“NEITHER WAS AS FAST AS CORDED INFLATORS, BUT THE RING WAS USEFULLY MORE POWERFUL”

Ring Tyreinflate GO 10

Price: £29.99 Rating: ★★★★★

Contact: shop.ringautomotive.com

USE the Tyreinflate GO 10 and it makes bigger, corded pumps look clumsy and oversized. Although marginally bigger and heavier than the Astro AI, the Ring is still small enough to fit in one hand, yet it has a 4,000mAh battery capacity.

Neither of the pumps here was as fast as the best corded inflators we've tried, but the Ring was usefully more powerful than its rival. We tested both side by side on 195/55 15 tyres, timing them to take the pressure from 10 to 35 PSI. The Ring was a meaningful 59 seconds faster to the target, which would make a real difference if you were standing in the rain by a busy dual carriageway.

We also preferred the screw-on connector, which was easier to use on cars with awkward valves, such as those using wheel covers. There's a handy, compact storage bag, too, which keeps all the hose attachments and extra adaptors, for balls, bikes and inflatables, safe.



Astro AI Car Tyre Inflator

Price: £19.99 Rating: ★★★★★☆ Contact: amazon.co.uk

THERE'S no denying the Astro AI is great value for money. At less than £20, it costs less than most inflators with cords, yet you won't have the inconvenience of trying to find the 12V socket and trailing a wire across the seats to reach the underinflated tyre.

The 1,800mAh built-in battery is small compared with the Ring's, but it was still enough to fully inflate our test tyre four times and have charge left. It doesn't provide as

much power though, meaning you'll be waiting longer for each inflation.

Like its rival, the Astro has a digital display with an auto shut-off at the preset pressure. There's also a small built-in light to illuminate the work area at night, and unlike the Ring it can switch to become a flashing red warning beacon. There's no storage other than the box it comes in, though, so the extra adaptors and connector hose are likely to get mislaid easily.



BGS DIY 1822 Anti-freeze Tester

Price: £7.82 Anti-freeze sample: -37°C
Car sample: -7°C Rating: ★★★★★
Contact: [amazon.co.uk](https://www.amazon.co.uk)



AVAILABLE from multiple stores on Amazon and designed in Germany to TÜV standards, the BGS tester is simple and easy to use. You insert the attached tube into the sample coolant, give it a squeeze and then wait for the chamber to fill with liquid. After a few seconds, the dial moves to show the depth of temperature to which your coolant protects.

On the fresh anti-freeze, it showed full protection to -37°C , exactly as quoted by Prestone. It showed the cooling system on our car to be safe down to -7°C , proving it's certainly due a coolant change. At less than £8, BGS is a great addition to your toolbox and a genuine bargain.



**"IF THE COOLANT
INSIDE YOUR CAR'S
RADIATOR OR
ENGINE BLOCK
FREEZES, IT CAN
EXPAND AND CAUSE
THE METAL TO
CRACK, OFTEN WITH
DISASTROUS
CONSEQUENCES"**

Sealey Twin-rotor Anti-freeze Tester

Price: £26.95
Anti-freeze sample: -28°C
Car sample: -5°C
Rating: ★★★★★★
Contact: [sealey.co.uk](https://www.sealey.co.uk)



IF you want a workshop-quality product, then the Sealey Twin-rotor Anti-freeze Tester feels like it's made to last. It seems more durable than our winner, but not enough to justify paying three times as much for a product you'll probably only use once a year.

It operates in a similar way to the BGS – squeeze the bulb, let it fill up and take a reading from the dial, although we do think it under-read slightly, suggesting protection of down to -28°C for the fresh Prestone coolant and -5°C for our car radiator. Still, better a cautious reading than one that gives a false sense of security.



Halfords Anti-freeze Tester

Price: £13.99
Anti-freeze sample: -32°C to -37°C
Car sample: $+5^{\circ}\text{C}$ to -15°C
Rating: ★★★★★★
Contact: [halfords.com](https://www.halfords.com)



PIPETTE-TYPE readers are generally less accurate than the rotary style ones, because they give temperature protection ratings within a range rather than a fixed number.

With this Halfords one, you count the number of coloured discs that float above the test marker once you've filled it with sample fluid. It's very easy to use and unlike some of the other disc-type testers we evaluated, it didn't drip and leak fluid in use.

The readings the Halfords' tester gave during both parts of our evaluation were broadly in line with what we expected, and the tool felt sturdy in use.



Silverline Anti-freeze Tester

Price: £8.10
Anti-freeze sample: -32°C to -37°C
Car sample: -6°C to -16°C
Rating: ★★★★★★
Contact: [screwfix.com](https://www.screwfix.com)

THE Silverline tester is so similar in appearance to the Halfords one (left) that we did wonder if they were the same product but rebranded.

However, the Halfords tester felt more precise in use and gave us a more stable reading in less time. Also, when we took a sample with the Silverline, the extraction tube tended to drip and make a mess. Its readings seemed accurate, though.



ANTI-FREEZE TESTERS

Now is the time to check if your car's cooling system is ready for winter



Craig Cheetham

IT'S easy to overlook your car's cooling system, but it's something you should ignore at your peril. If the coolant inside the vehicle's radiator or engine block freezes, it can expand and cause the metal to crack, often with disastrous consequences.

Anti-freeze, which is also known as coolant, gradually deteriorates over time due to repeated heating and cooling cycles within an engine. As it

ages, vital additives that prevent corrosion break down, reducing the fluid's effectiveness. Also, contaminants such as rust can accumulate, further compromising the anti-freeze's ability to regulate temperature.

Checking and replacement are essential to maintain optimal engine health, and with a simple anti-freeze tester costing from less than £8, you can ensure your anti-freeze will stay liquefied – but which tester is best?

How we tested

WE brought together seven popular anti-freeze testers and tried them out in two scenarios. The first was to test each in a bottle of freshly opened Prestone coolant and rated to minus-37 degrees Celsius.

Then we dipped the tester into the expansion tank of a car that we knew hadn't had a full service since 2021 and had weakened coolant, to see how the testers each rated its strength. Ease of use and price were also assessed.

BUY YOUR CAR KIT WITH CONFIDENCE

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Sealey Tube-Type Anti-freeze Tester

Price: £11.95

Anti-freeze sample: -20°C

Car sample: 0°C

Rating: ★★★★★

Contact: sealey.co.uk

UNLIKE the other pipette-type testers here, the Sealey uses a scale rather than a series of floating discs to give a reading.

However, when tested on our vehicle it didn't register protection below zero at all, and for the fresh antifreeze it gave a reading of -20°C protection, which is barely half of the product specification.

Sealey's tester will tell you if your coolant system is fit to face a British winter, but not especially accurately.



Simply Anti-freeze Tester

Price: £10

Anti-freeze sample: -26°C to -31°C

Car sample: +5°C to -15°C

Rating: ★★★★★

Contact: rpdistribution.co.uk

SIMILAR in design to the Silverline and Halfords testers, the Simply tester would have scored more highly had it not been dribbling coolant all over our floor and subsequently our engine bay, despite it supposedly holding the fluid in a vacuum.

It also under-read the protection offered by the fresh coolant, with one of the discs in its chamber not moving at all, despite being given a few gentle taps. The Simply is easy to use, though.



Draper Anti-freeze Tester

Price: £10.50 Anti-freeze sample: -24°C

Car sample: N/A Rating: ★★★★★

Contact: drapertools.com

WE'RE normally big fans of Draper tools, but this didn't win us over. Its scales for testing hot and cold engines are handy, but it won't read any level of protection above -12°C, so couldn't suggest any protection for our car at all. After we'd used it once, we went to try it again and found the inner glass tube had shattered, even though we hadn't been rough with it. The lifetime guarantee means a replacement was covered.



Verdict

1. BGS DIY 1822 Anti-freeze Tester
2. Sealey Twin-rotor Anti-freeze Tester
3. Halfords Anti-freeze Tester

WE found the rotary-dial-type testers to be the most effective products here, while the Halfords was the best of the pipette testers.



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HYUNDAI TUCSON
Your views on Mk3 SUV



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BMW 2 SERIES
All the gen on Active Tourer



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FUN & FUNCTION
Renault, BMW, Merc options

BUYING CARS

REX THERE was a time when, if you didn't buy a popular mainstream model as a used car, then you were likely taking a step into the unknown when it came to what could possibly go wrong.

At Auto Express we can lend a helping hand with our Buyer's Guides, but even we can't comprehensively dive into what to look for on every single car ever sold. Let alone one that wasn't even offered here.

But the one place where you can find this info is on the Internet. I'm not talking about a Google search – the hallucinations that its Gemini AI function comes up with can be pure fantasy or total gobbledegook – but rather the hundreds of owners' forums that have been set up by dedicated fans and could help you in your time of need.

Forums have been a resource that I've used many times in the past to help

ONLINE FORUMS ARE YOUR FRIEND

"THERE ARE HUNDREDS OF FORUMS THAT HAVE BEEN SET UP BY DEDICATED FANS AND COULD HELP YOU IN YOUR TIME OF NEED"

pinpoint and remedy different issues. Where can I get the odd fuses that were fitted to a mid-nineties Mazda 323F? A forum helped me to find that out (Answer: an eBay seller).

How common is it for Volkswagen's 1.2 TSI petrol to suffer turbo failure, and where

can I get it repaired cheaply? A quick search of various VW, Skoda and SEAT owners' sites returned the answers I was looking for (A: not massively common). Is a grounding kit a worthwhile addition to a Nissan 350Z? Again, a forum came up trumps (A: it probably wouldn't hurt).

There are forums covering every type of car, whether you need parts for an East German Trabant, or want to try and keep a Fisker Ocean electric vehicle on the road, upgrade a Subaru, or simply find a cheaper way to fix a Ford S-Max.

Better still is that the worldwide nature of this resource means that you could even take a punt on a rare US or Japanese import and not be completely lost when it comes to maintenance, repair or sourcing replacement parts for it.

The other advantage is that forums bring a sense of community, too. Sometimes they're associated with owners' clubs, but more often than not, the cars that they cover are likely to be too 'ordinary' to have an official club of their own, so the forum will act as a location for like-minded individuals to come together.

You will often find that every online forum has a 'brains trust' that will be able to help with all sorts of problems for the likes of you and me, who just want to keep their car on the road.

DEAN GIBSON



Auto Express's senior test editor reckons you can't beat an online owners' forum to get the answers to all those really obscure car questions

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST

THE DRIVING EXPERIENCE

YOU SAID "The performance is excellent, and I love the automatic gearbox, which is really slick. With comfy seats and well calibrated suspension, my Tucson is the perfect cruiser."



"This is my fifth Tucson. They're great – just right for the family, or I can drop the seats down for all of my fishing tackle."



MPG AND RUNNING COSTS

YOU SAID "For a car that isn't that small, the fuel economy is a high point. Servicing costs are okay, while the insurance is cheap."

"The list of attributes is impressive. It's well made, reliable, attractive, practical, comfortable and good value."



INFOTAINMENT AND ELECTRICS

YOU SAID "I upgraded from the SE Connect to a Premium and the improvements in the infotainment are more apparent than I expected. It's crammed with gadgets that work well, apart from some of the driver-assistance systems, which are intrusive."



PRACTICALITY AND SPACE

YOU SAID "The boot was important to me because I have to carry several disability aids. The Tucson carries them easily. Even with two tall people in the front, there's still lots of space in the back for tall adults."

POSITION 13th

Hyundai Tucson Mk3



Richard Dredge

WHEN Hyundai introduced the Tucson in 2004, the SUV sold because of the value and reliability on offer. But the ix35 that replaced it in 2010 was a big improvement, and by the time the Tucson nameplate returned to Hyundai's range in 2015, it was totally different to what had come before.

Hyundai ramped things up even more with the all-new Tucson of 2020. This was the Mk3 in the UK but the Mk4 globally, because in some markets the ix35 was sold under the Tucson name.

With its radical design, sensible pricing, excellent warranty and impressive build, the Tucson Mk3 proved a big hit for Hyundai, and it seems that buyers haven't regretted their purchases.

The Tucson Mk3 hadn't appeared in our Driver Power surveys before, so this year it's making its debut – in an impressive 13th place.

It manages just two top-five places: a fourth for rear-seat legroom and a fifth for boot capacity. But there's a sixth place for the quality of the interior, while seating versatility and child-friendly features are both ranked seventh. And there are six categories in which the Hyundai comes ninth: front-seat comfort, visibility, built-in navigation, heating controls and infotainment, as well as value for money.

There are some areas in which the Tucson doesn't do so well, though. The worst is user-friendliness of controls, which ranks 36th, and fuel economy is 34th, although some owners also praised their car's economy, so it seems to be powertrain-specific.

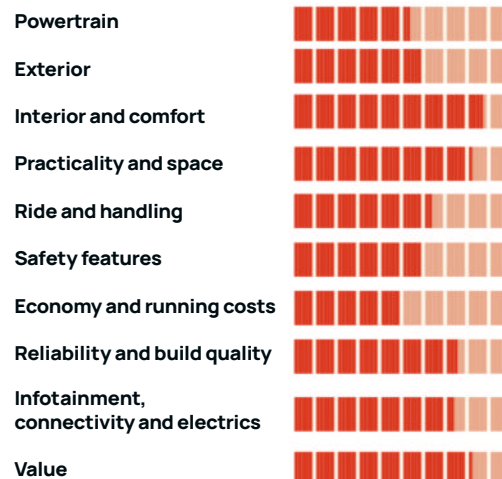
OVERALL SCORE 87.45%

USED PRICES FROM: £12,000 **YEARS:** 2021 to present
CO2: 148-152g/km **FUEL ECONOMY:** 42-43mpg (MHEV)
BEST OPTIONS: Electronically controlled suspension, around-view monitor, Smart Sense+

CATEGORIES

YOUR RATINGS

50 25 1



DATA BY CATEGORY

Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

YOUR VIEW

Reader comments reflecting how they feel about their car

"I find it comfortable to drive with a spacious interior and boot. The dashboard is well laid out and reliability is superb."

"More refined than rivals, it rides better, is better built and the plug-in hybrid offers great economy with hot hatch performance."

"I don't like the colours (there's no Dark Knight Grey, which I liked before), and the lack of upholstery options is disappointing."



INTERIOR AND COMFORT

YOU SAID "The view through the back window when reversing is poor, but this isn't so much of a problem thanks to the rear parking camera and around-view set-up, which makes manoeuvring a doddle. The seats are supportive with loads of adjustment."

WHY DRIVER POWER IS IMPORTANT

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WANT ONE?

Check out the wide range of used Hyundai Tucsons available to buy now via Auto Express's car buying service.

USED BUYER'S GUIDE BMW

FROM £18,000 MPVs are a dying breed in a world increasingly obsessed with SUVs, but the Active Tourer



Richard Dredge

IT'S more than a decade since BMW introduced the original 2 Series Active Tourer to UK buyers, and while it didn't set the sales charts alight, it did a great job of providing practical family transport. Over its seven-year lifespan, BMW sold more than 430,000 examples of the first-generation 2 Series Active Tourer, so it came as no surprise that an all-new model was unveiled in 2021.

Significantly better in terms of the powertrains offered (most are electrified), safety systems and interior packaging, the second-generation 2 Series Active Tourer was also BMW's first compact model with a curved dash display, plus it had new transmissions for greater efficiency and a slicker driving experience. But it sits in a segment that has now almost vanished, so does the 2 Series Active Tourer still make any sense?

HISTORY

THE Mk1 Active Tourer reached UK showrooms in May 2014 in five-seat form, with the seven-seat Gran Tourer arriving a year later. The second-generation Active Tourer was available for UK buyers to order from February 2022.

This time there was a five-seat model only, which came in 168bhp 220i and 215bhp 223i forms, with 1.5-litre three-cylinder and 2.0-litre four-cylinder petrol engines respectively. For those who preferred a diesel engine there was a 148bhp 218d option with a 2.0-litre four-cylinder powerplant.

Every engine came only with a seven-speed dual-clutch automatic transmission dubbed Steptronic by BMW; the petrol units featured mild-hybrid tech to improve their economy. By autumn 2022 two plug-in hybrids had been added to the range; the 241bhp 225e and the 321bhp 230e both featured the 1.5-litre petrol engine and a 16.3kWh battery.



CHECKLIST

ON THE RANGE

The PHEVs are claimed to be capable of up to 55 miles or so in electric mode with a potential average of up to 353mpg. In the real world, you should expect closer to 45 miles and 50-70mpg depending on your driving style.

RELIABILITY

Scouring owners' forums for this model doesn't reveal any fault patterns at all. Even the software glitches that afflict so many new cars don't seem to be an issue for owners of the 2 Series Active Tourer.

ON THE PULL

If you're aiming to tow a small caravan or trailer with your Active Tourer, you can. Whereas the 218d, 220i and 223i editions are limited to 1,300kg, the 225e and 230e can pull up to 1,400kg.

PEACE OF MIND

The Active Tourer comes with a three-year warranty with no mileage limit. Bonus points if you can find a car with the balance of the five-year or 62,000-mile Service Inclusive maintenance package.

WHICH SHOULD I BUY?

MOST of the Active Tourers up for sale are plug-in hybrids (the 225e accounts for half of the cars available), whereas there are very few diesels; just one in 20 is a 218d.

Don't dismiss a diesel too readily if you do lots of motorway miles (all are Euro 6-compliant, so clean air zone-friendly), but the plug-in hybrids are perfect for anyone who does lots of shorter journeys, especially if they're in traffic.

Three trim levels are available: Sport, Luxury, and M Sport. The Sport comes with 17-inch alloys, an electric tailgate, automatic LED



BMW 2 Series Mk2

Active Tourer is a perfect example of why this type of car is great for families



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ON THE ROAD

Active Tourer isn't as exciting to drive as, say, a 3 Series, but it's very pleasant, thanks to strong performance and decent body control on every model



CAPACITY

Unlike the Mk1 Active Tourer, which was also available in seven-seat form as the Gran Tourer, this Mk2 model came only as a five-seater



headlights, rain-sensing wipers, front and rear parking sensors and navigation. The Luxury adds artificial leather trim and heated sports seats with a greater range of adjustment. The top M Sport adds keyless entry, Alcantara trim inserts, adaptive LED headlights and wireless phone charging.

PRICES

SHOP around and you'll find the odd Active Tourer for less than £22,000, but this is generally the start point and it bags you an early 220i with 20,000 miles on the clock.

One in four Active Tourers is a 220i, whereas the 223i is much rarer and these are priced from £25k for a 25,000-mile example. You'll pay upwards of £22,000 to

secure a 218d, whereas the cheapest 225es are generally priced from £23,000 for a 20,000-mile M Sport on a 72-plate.

If you're after the ultimate in performance, you can buy a 230e from £25,000; this secures a 20,000-mile M Sport on a 72-plate. Few of the Active Tourers that are on the market have covered more than 20,000 miles, but we did find a couple of 55,000-mile examples, being offered for around £18,000.



**ONLINE
VALUATION
TOOL**

Head over to our valuation tool to check prices on a specific model.

RUNNING COSTS

OFFICIALLY you can squeeze up to 47 miles out every gallon in the 220i and 223i; the 218d gives up to 58mpg. Insurance groups range from 22 (218d) to 33 (230e), with the 225e in groups 27 or 30 depending on trim.

Most Active Tourers cost under £40,000 new, but some plug-in hybrids cost more, so the road tax on them is £620 for the first six years.

The 2 Series Active Tourer has Condition-Based Servicing that flags up when maintenance is required. With normal driving, an oil service is due every 16,000 miles or so, and as a rule of thumb you'll pay £209-£231 for this (depending on engine); an oil and filter change costs £326-£348. With new air and fuel filters, this jumps to £598-£663, while fresh brake fluid is required every other year at £152. All engines are chain-driven, so there are no cambelts to replace.

RECALLS

BMW has recalled the 2 Series Active Tourer nine times so far. The first two actions came in May and October 2022, because of faulty airbag software. Recall three came in May 2023, because some cars had rear seatbelt problems.

There were four recalls in 2024, the first three due to brake servo problems. The first came in March because of hardware glitches, the second was due to contamination of electrical contacts, and the third was down to faulty welds in the servo. The fourth, in November 2024 was because some front-end panels weren't fitted correctly on the production line.

There have been two recalls in 2025. The first, in July, was due to poor earths for the hybrid battery, and the second, in September, was because of faulty front seatbelts.

RUNNING COSTS

All of the engines are frugal, and you can go as many as 16,000 miles between services



ON THE ROAD

PETROL and diesel-engined Active Tourers are front-wheel drive, whereas the plug-in hybrids are four-wheel drive.

If you were hoping to buy a people-carrier that's as good to drive as a regular BMW 2 Series or 3 Series, you'll be disappointed. However, while the Active Tourer doesn't offer the thrilling drive of most BMWs, it's far from a duffer.

Body control is good, the ride is firm but not jarring, and every model – even the 220i – has respectable performance. With slick transmissions and sharp (if rather light) steering, the Active Tourer is easy to drive, but unrewarding.



INTERIOR

Active Tourer has BMW's first curved display. Perhaps too many features are controlled through it, but it works well



ALTERNATIVES

EVEN as a used buy, the Active Tourer doesn't have many rivals. Only the Mercedes B-Class comes close in terms of quality, but it's more of a roomy hatchback than a true MPV. However, it's practical and good to drive and, like the BMW, it comes only as a five-seater.

If you want seven seats, look at a VW Touran, although the Mk2 was launched just after the Mk1 Active Tourer, so it doesn't feel as modern. There are plenty of them around, though, with a great choice of engines. Other older MPVs worth considering include the Ford S-Max and C-Max/Grand C-Max, along with the Citroen Grand C4 Space Tourer, which are brilliantly practical, but not so modern inside.



EQUIPMENT

Three trim levels are available, and all come with alloy wheels and an infotainment system with navigation, but the iDrive set-up here doesn't have a clickwheel



INTERIOR

THIS is where the Active Tourer shines. It's well made and easy to live with, although a few more buttons wouldn't go amiss – too much is controlled through the infotainment system, although it works brilliantly. There's lots of space, the angle of the rear-seat back rest is adjustable, and the boot ranges from 415 to 470 litres, depending on model.

DRIVER POWER

AS a relatively niche model, the 2 Series Active Tourer hasn't appeared in any of our surveys, although the 2 Series coupé has. This year the second-generation 2 Series made its Driver Power survey debut in an impressive 10th place. Owners especially love the navigation systems and driving experience, with first and second places respectively, but there are plenty of other top-10 scores. Not quite so impressively, BMW came 14th out of 32 entries in our 2024 Brands survey.

REX VERDICT ★★★★★

FEWER and fewer car manufacturers are offering multi-purpose vehicles that put the emphasis on practicality, as the companies focus more and more on SUVs. That's a real shame because the BMW 2 Series Active Tourer is an ideal vehicle for families – or indeed anyone who just wants something that's spacious and versatile but still relatively compact.

In a world where the SUV has become the default choice for many families, the 2 Series Active Tourer shows why buyers need alternatives, and it's an option that you should seriously consider if you're looking for a practical carry-all that's safe, reliable, efficient and versatile.

BMW M3 COMPETITION PACK £28,995

YOU can get this generation of M3 cheaper on the Auto Express used-car marketplace, but we've gone for this one because of its spec. It has the Competition Pack, which was introduced in 2016 to enhance the super-saloon visually and technically.

It included tuned adaptive suspension with new springs, dampers and anti-roll bars, plus a recalibrated differential and reconfigured drive modes. If that wasn't enough, there's a set of 20-inch Competition wheels, black chrome exhaust tips and black exterior accents. Thanks to the Competition Pack, this M3 sprints from 0-62mph in 4.0 seconds.

SCAN the QR code to check out this car and other BMW M3 listings through Auto Express's network of trusted dealers.

1



"It has the Competition Pack, which was introduced to enhance the super-saloon visually and technically"



3 CAR GARAGE

Used M3, R5 and Merc GLE for the price of a Porsche Cayenne

REX By Alastair Crooks

PORSCHE'S all-new Cayenne Electric has arrived (Page 12) with up to 1,139bhp and 0-62mph in as little as 2.5 seconds. Prices start at £83,200, and that made us think about three cars that would cover the same ground as the Porsche for the same sum. Here's what we've found in the Auto Express classifieds.

Our three used-car options cost the same as the starting price of a brand-new Porsche Cayenne Electric and can do everything the SUV does

MERCEDES GLE £27,990

RIDING around in the Mercedes, you'd think it would cost double the price of the one we found. Sub-£30k seems like a great deal to us; the current-

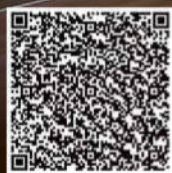
2

generation GLE arrived in late 2018, but it still feels fresh and modern inside. The pay-off is that this one has covered more than 95,000 miles, but it's still got plenty of life left in it.

The 2.0-litre four-cylinder diesel might sound underpowered for a big car, but with 245bhp (and more importantly 500Nm of torque) it'll be plenty quick enough – all the while providing a decent fuel economy of 36.2mpg.

This car is also in AMG Line Premium trim, which means it is very well equipped.

TO see what Mercedes GLEs are currently available in the Auto Express classifieds, scan the QR code on the right.



"Riding around in the GLE, you'd think it would cost double the price of the used example we found"



RENAULT 5 E-TECH £24,290

OUR Affordable Electric Car of the Year, the Renault 5 is an excellent foil to the BMW M3 and Mercedes GLE as a frugal, nippy little supermini that'll cost buttons to run, but still give you a big smile every time you drive it.

3

The one we've found is our favourite spec – the larger 52kWh battery unlocks a handy 252 miles of range, and with mid-range Techno trim there's a decent amount of equipment for the money. As standard you get a larger driver's display, built-in Google apps and an energy-saving heat pump.

SCAN the QR code to check out other Renault 5s at Auto Express's network of trusted dealers.



"The Renault 5 will cost buttons to run, but still give you a big smile every time you drive it"



NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £10 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
ABARTH					
Dealers: 82 Warranty: 3yrs/60000 mls					
500e - 3673x1682mm Euro NCAP: N/A Driver Power: N/A					
42kWh (152) auto 500e	164	7.0	0	23	£29985
42kWh (152) auto 500e Turismo 500c: add £3000	157	7.0	0	23	£33985
600e - 4187x1779mm Euro NCAP: N/A Driver Power: N/A					
54kWh (240) auto 600e	200	6.2	0	35	£36985
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39885
ALFA ROMEO					
Dealers: 55 Warranty: 3yrs/unlimited mls					
Giulia - 4643x1873mm Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (280) auto Sprint	39.2	5.7	162	24	£43750
2.0T (280) auto Veloce	38.2	5.7	167	34	£48750
2.0T (280) auto Intensa	38.7	5.7	166	34	£53150
2.9 V6Tt (520) auto Quadrifoglio	27.7	3.9	231	46	£86885
Junior - 4173x1781mm Euro NCAP: N/A Driver Power: N/A					
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305
Tonale - 4528x1841mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£38650
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£43650
1.5T Hybrid (160) auto Intensa	48.7	8.8	131	29	£48050
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£45500
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£50500
1.3T PHEV (280) auto Intensa Q4	201.8	6.2	32	37	£54900
Stelvio - 4687x1903mm Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£52000
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£57000
2.0T (280) auto AWD Intensa	33.2	5.7	192	30	£61400
2.9 V6Tt (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
ALPINA					
Dealers: 7 Warranty: 3yrs/60000 mls					
D3 S - 4723x1827mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250
B3 GT - 4725x1827mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740
D4 S - 4792x1850mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400
B4 GT - 4800x1850mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740
B8 - 5092x1932mm Euro NCAP: N/A Driver Power: N/A					
4.4 V8Tt (634) auto Gran Coupe	23.9	3.3	268	50	£191300
XD3 - 4715x1897mm Euro NCAP: N/A Driver Power: N/A					
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000
XB7 - 5195x2000mm Euro NCAP: N/A Driver Power: N/A					
4.4 V8Tt (621) auto XB7	22.1	4.2	289	50	£169645
ALPINE					
Dealers: 7 Warranty: 3yrs/60000 mls					
A290 - 4181x1798mm					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Euro NCAP: ★★☆☆ Driver Power: N/A					
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500
A110 - 4181x1798mm					
Euro NCAP: N/A Driver Power: N/A					
1.8T (252) auto A110	42.2	4.5	153	44	£55160
1.8T (300) auto A110 GTS	40.4	4.2	158	44	£69890
1.8T (300) auto A110 R 70	41.5	3.9	155	46	£106490
ARIEL					
Dealers: N/A Warranty: 1yr/unlimited mls					
Atom - 3410x1798mm					
Euro NCAP: N/A Driver Power: N/A					
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394
Nomad - 3215x1850mm					
Euro NCAP: N/A Driver Power: N/A					
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500
ASTON MARTIN					
Dealers: 20 Warranty: 3yrs/unlimited mls					
DBX - 5039x1998mm					
Euro NCAP: N/A Driver Power: N/A					
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£210000
Vantage - 4465x1949mm					
Euro NCAP: N/A Driver Power: N/A					
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000
DB12 - 4725x2060mm					
Euro NCAP: N/A Driver Power: N/A					
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500
Vanquish - 4850x1980mm					
Euro NCAP: N/A Driver Power: N/A					
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000
AUDI					
Dealers: 118 Warranty: 3yrs/60000 mls					
A1 Sportback - 4029x1740mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780
Black Edition: add £2275 to S line					
A3 Sportback - 4343x1984mm					
Euro NCAP: ★★★★★ Driver Power: 36th					
1.5 TFSI (116) Sport	50.4	9.7	127	17	£29725
1.5 TFSI (116) S line	48.7	9.7	133	18	£32105
1.5 TFSI (116) auto Sport	53.3	9.9	121	16	£31275
1.5 TFSI (116) auto S line	50.4	9.9	127	18	£33555
1.5 TFSI (150) Sport	50.4	8.4	128	22	£30780
1.5 TFSI (150) S line	47.9	8.4	134	22	£33160
1.5 TFSI (150) auto Sport	53.3	8.1	121	23	£32285
1.5 TFSI (150) auto S line	50.4	8.1	127	23	£34565
1.5 TFSI e (204) auto Sport	941.6	7.4	7	25	£39290
1.5 TFSI e (204) auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48390
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61525
2.0 TDI (150) auto Sport	57.6	8.1	128	23	£34185
2.0 TDI (150) auto S line	55.4	8.1	134	24	£36565
Black Edition: add £1700 to S line (not 30 TFSI) Carbon Black: add £4650 to RS 3 Vorsprung: add £5475 to S3 Black Edition, add £7250 to RS 3					
A3 Saloon - 4495x1984mm					
Euro NCAP: ★★★★★ Driver Power: 36th					
1.5 TFSI (116) Sport	52.3	9.7	124	18	£30300

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) S line					
49.6	9.7	129	18	£32580	
1.5 TFSI (116) auto Sport					
54.3	9.9	119	17	£31850	
1.5 TFSI (116) auto S line					
52.3	9.9	123	18	£34130	
1.5 TFSI (150) Sport					
51.4	8.4	125	22	£33100	
1.5 TFSI (150) S line					
49.6	8.4	130	22	£33580	
1.5 TFSI (150) auto Sport					
54.3	8.1	119	23	£32850	
1.5 TFSI (150) auto S line					
52.3	8.1	123	23	£35130	
2.0 TFSI (333) quat at S3 Black Ed					
35.3	4.7	183	33	£48400	
2.5 TFSI (400) quattro auto RS 3					
31.0	3.8	207	36	£62525	
2.0 TDI (150) auto Sport					
58.9	8.1	125	24	£34750	
2.0 TDI (150) auto S line					
56.5	8.1	131	24	£37030	
Black Edition: add £1700 to S line					
Carbon Black: add £4650 to RS 3					
Vorsprung: add £5475 to S3 add £7250 to RS 3					
A5 - 4829x1860mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 TFSI (150) auto Sport					
42.2	9.8	155	23	£42660	
2.0 TFSI (150) auto S line					
41.5	9.8	154	24	£44810	
2.0 TFSI (204) auto Sport					
42.2	7.8	155	30	£45000	
2.0 TFSI (204) auto S line					
41.5	7.8	155	31	£47150	
2.0 TFSI e (299) quattro auto Technik					
141.9	5.9	45	39	£48950	
2.0 TFSI e (299) quattro auto Sport					
138.8	5.9	46	39	£50950	
2.0 TFSI e (299) quattro auto S line					
139.3	5.9	46	40	£53600	
3.0 V6 TFSI (367) quat at S5 Edition 1					
37.2	4.5	173	42	£69825	
2.0 TDI (204) auto Sport					
58.9	7.7	127	32	£47200	
2.0 TDI (204) auto S line					
58.9	7.7	127	32	£49350	
2.0 TDI (204) quattro auto Sport					
56.5	6.9	133	34	£48775	
2.0 TDI (204) quattro auto S line					
55.4	6.9	133	34	£50925	
Edition 1: add £5000 to S line					
A5 Avant - 4829x1860mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 TFSI (150) auto Sport					
41.5	9.8	155	24	£44560	
2.0 TFSI (150) auto S line					
40.9	9.8	157	24	£46710	
2.0 TFSI (204) auto Sport					
41.5	7.8	157	30	£46900	
2.0 TFSI (204) auto S line					
40.9	7.8	159	31	£49050	
2.0 TFSI e (299) quattro auto Technik					
136.3	5.9	47	39	£50850	
2.0 TFSI e (299) quattro auto Sport					
134.4	5.9	48	39	£52850	
2.0 TFSI e (299) quattro auto S line					
132.0	5.9	49	40	£55500	
3.0 V6 TFSI (367) quat at S5 Edition 1					
36.2	4.5	177	43	£71725	
2.0 TDI (204) auto Sport					
57.6	7.7	129	32	£49100	
2.0 TDI (204) auto S line					
57.6	7.7	130	32	£51350	
2.0 TDI (204) quattro auto Sport					
55.4	6.9	134	34	£50675	
2.0 TDI (204) quattro auto S line					
55.4	6.9	135	34	£52825	
Edition 1: add £5000 to S line					
A6 - 4999x2099mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 TFSI (204) auto Sport					
40.4	8.2	159	31	£50560	
2.0 TFSI (204) auto S line					
40.0	8.2	160	32	£53360	
2.0 TFSI e (299) quattro auto Sport					
128.6	6.0	50	40	£60960	
2.0 TFSI e (299) quattro auto S line					
129.7	6.0	49	41	£63260	
2.0 TDI (204) auto Sport					
55.5	6.9	133	36	£54630	
2.0 TDI (204) auto S line					
54.8	6.9	135	37	£56360	
Edition 1: add £4900 to S line					
A6 Avant - 4999x2099mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 TFSI (204) auto Sport					
39.5	8.3	162	31	£52510	
2.0 TFSI (204) auto S line					
39.1	8.3	164	32	£55310	
2.0 TFSI e (299) quattro auto Sport					
123.0	6.0	52	40	£62930	
2.0 TFSI e (299) quattro auto S line					
123.4	6.0	52	41	£65230	
2.0 TDI (204) auto Sport					
54.2	7.0	137	36	£56780	
2.0 TDI (204) auto S line					
53.4	7.0	139	37	£59580	
Edition 1: add £4900 to S line					
A6 Sportback e-tron - 4928x1923mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
83kWh (326) auto Sport					
384	6.0	0	43	£62540	
83kWh (326) auto S line					
383	6.0	0	43	£66040	
100kWh (380) auto Sport perf					
464	5.4	0	44	£68810	
100kWh (380) auto S line perf					
463	5.4	0	44	£72310	
100kWh (462) quattro auto Sport					
440	4.5	0	48	£73910	
100kWh (462) quattro auto S line					
439	4.5	0	50	£77410	
100kWh (551) quattro at S6 Edition 1					
407	3.9	0	50	£97540	
Edition 1: add £5000 to S line					
A6 Avant e-tron - 4928x1923mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
83kWh (326) auto Sport					
364	6.0	0	43	£64340	
83kWh (326) auto S line					
362	6.0	0	43	£67840	
100kWh (380) auto Sport perf					
437	5.4	0	44	£70610	
100kWh (380) auto S line perf					
436	5.4	0	44	£74110	
100kWh (462) quattro auto Sport					
418	4.5	0	48	£75710	
100kWh (462) quattro auto S line					
415	4.5	0	50	£79210	
100kWh (551) quattro at S6 Edition 1					
391	3.9	0	50	£99340	
Edition 1: add £5000 to S line					
e-tron GT - 4990x1960mm					
Euro NCAP: N/A Driver Power: N/A					
105kWh (584) quattro auto					
386	4.2	0	50	£88580	

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (367) quattro auto SQ5	34.2	4.5	187	45	£78775
2.0 TDI (204) quattro auto Sport	47.2	7.4	157	38	£54810
2.0 TDI (204) quattro auto S line	46.3	7.4	160	39	£57410
Edition 1: add £4200 to S line					

Q6 e-tron - 4771x1939mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
83kWh (252) auto Sport	326	7.0	0	44	£60515
83kWh (252) auto S line	300	7.0	0	45	£63515
100kWh (306) auto Sport perf	393	6.7	0	45	£64015
100kWh (306) auto S line perf	361	6.7	0	47	£57015
100kWh (388) quattro auto Sport	382	5.9	0	46	£69515
100kWh (388) quattro auto S line	349	5.9	0	47	£72515
100kWh (490) qt at SQ6 Edition 1	360	4.3	0	50	£92990
Edition 1: add £5000 to S line					

Q6 Sportback e-tron - 4771x1939mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
83kWh (252) auto Sport	334	7.0	0	44	£63015
83kWh (252) auto S line	300	7.0	0	45	£66015
100kWh (306) auto Sport perf	406	6.7	0	45	£66515
100kWh (306) auto S line perf	361	6.7	0	47	£69515
100kWh (388) quattro auto Sport	382	5.9	0	46	£72015
100kWh (388) quattro auto S line	349	5.9	0	47	£75015
100kWh (490) qt at SQ6 Edition 1	369	4.3	0	50	£95490
Edition 1: add £5000 to S line					

Q7 -5052x1968mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0 V6 TFSI (340) quattro at S line	27.6	5.6	233	41	£73850
3.0 V6 TFSI e (394) quattro at S line	219.7	5.7	29	41	£77135
4.0 V8 TFSI (507) qt at SQ7 Black	23.5	4.1	274	50	£97745
3.0 V6 TDI (231) quattro at S line	35.7	7.1	207	41	£70730
3.0 V6 TDI (286) quattro at S line	35.6	6.1	208	43	£73770
Black Edition: add £4550 to S line					
Vorsprung: add £23800 to S line,					
add £18950 to SQ7					

Q8 -4986x1995mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0 V6 TFSI (340) quattro at S line	27.4	5.6	234	45	£81130
3.0 V6 TFSI e (394) quattro at S line	226.1	5.7	28	41	£84600
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£102740
4.0 V8 TFSI (600) quattro at RS Q8	21.5	3.8	299	50	£125090
4.0 V8 TFSI (640) quat at RS Q8 perf	21.4	3.6	300	50	£140090
3.0 V6 TDI (286) quattro at S line	34.9	6.1	212	47	£79805
Black Edition: add £4550 to S line					
Vorsprung: add £23800 to S line,					
add £19550 to SQ8, add £17800 to RS Q8 Carbon Black: add £10500 to RS Q8					

BAC

Dealers: 1 Warranty: 1yr

Mono -4952x1836mm					
Euro NCAP: N/A Driver Power: N/A					
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 Warranty: 3 yrs/unlimited mls

Flying Spur - 5316x1988mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm					
Euro NCAP: N/A Driver Power: N/A					
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm					
Euro NCAP: ★★★★ Driver Power: 17th					
1.5T (170) auto 120 Sport	52.3	7.8	121	21	£32290
1.5T (170) auto 123 xDrive M Sport	52.3	7.8	121	21	£34290
2.0T (200) auto xDrive M135	37.2	4.9	173	29	£44925

2 Series Gran Coupe - 4526x1800mm					
Euro NCAP: ★★★★ Driver Power: N/A					
2.0T (170) auto 220 M Sport	53.3	7.9	120	27	£36160
1.5T (218) auto 223 xDrive M Sport	47.9	6.4	133	26	£39340
2.0T (300) auto xDrive M235	37.7	4.9	170	36	£45945

3 Series - 4713x1827mm					
Euro NCAP: ★★★★★ Driver Power: 24th					
2.0T (184) auto 320i Sport	43.5	7.4	147	29	£41310
2.0T (184) auto 320i M Sport	42.8	7.4	148	29	£42560
3.0T (374) auto M340i xDrive	36.2	4.4	177	38	£62080
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£89635
2.0T PHEV (292) auto 330e Sport	353.1	5.9	19	34	£47185
2.0T PHEV (292) at 330e M Sport	353.1	5.9	19	34	£48435

3 Series Touring - 4713x1827mm					
Euro NCAP: ★★★★★ Driver Power: 24th					
2.0T (184) auto 320i Sport	41.5	7.6	153	29	£43930
2.0T (184) auto 320i M Sport	41.5	7.6	153	29	£45180
3.0T (374) auto M340i xDrive	34.9	4.6	182	38	£63880
3.0TT (530) at M3 Comp xDrive	27.4	3.6	233	41	£91865
3.0TT (551) auto M3 CS	26.9	3.5	238	47	£126275
2.0T PHEV (292) auto 330e Sport	313.9	6.0	20	34	£48985
2.0T PHEV (292) at 330e M Sport	313.9	6.0	20	34	£50235

4 Series Gran Coupe - 4783x1852mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (184) at 420i M Sport	42.2	7.9	152	29	£46915
3.0T (374) auto M440i xDrive	34.4	4.7	186	38	£63780

i4 - 4783x1852mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
70.2kWh (286) at eDrive35 Sport	319	6.0	0	38	£51370
70.2kWh (286) at eDriv35 M Sport	310	6.0	0	38	£52870
80.7kWh (340) at eDrive40 Sport	390	5.6	0	35	£59465
80.7kWh (340) at eDriv40 M Sport	370	5.6	0	36	£60965
80.7kWh (601) auto M60 xDrive	338	3.7	0	43	£71000

5 Series - 5060x1900mm					
Euro NCAP: ★★★★★ Driver Power: 26th					
2.0T (208) auto 520i M Sport	48.7	7.5	131	35	£52285
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59655
3.0T (489) at 550e xDrive M Sport	353.1	4.4	19	44	£76805
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111605
M Sport Pro: add £3000 to M Sport					

5 Series Touring - 5060x1900mm					
Euro NCAP: ★★★★★ Driver Power: 26th					
2.0T (208) auto 520i M Sport	46.3	7.8	139	35	£54535
2.0T (299) auto 530e M Sport	403.5	6.4	16	39	£61905
3.0T (489) at 550e xDrive M Sport	313.9	4.4	19	44	£79055
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113605
M Sport Pro: add £3000 to M Sport					

i5 - 5060x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67795
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74205
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97845
M Sport Pro: add £4000 to M Sport					

i5 Touring - 5060x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£70045
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76455
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£100095
M Sport Pro: add £4000 to M Sport					

7 Series - 5391x1950mm					
Euro NCAP: N/A Driver Power: N/A					
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105710
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110210
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121285

i7 - 5391x1950mm					
Euro NCAP: N/A Driver Power: N/A					
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101865
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106365
106kWh (544) at xDrive60 Ex'lence	387	4.7	0	50	£115835
106kWh (544) at xDrive60 M Sport	384	4.7	0	50	£120335
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164420
Pro: add £20445 to Excellence, add £23195 to M Sport					

2 Series Active Tourer - 4386x1824mm					
Euro NCAP: N/A Driver Power: N/A					
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£35360
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£38295
2.0T PHEV (245) at 221e xDrV Spt	313.9	6.7	21	27	£4002
2.0T PHEV (326) at 230e xDr M Sp	313.9	5.5	21	33	£46880
Luxury: add £865 to Sport					
M Sport: add £3730 to Sport					

X1 - 4500x1845mm					
Euro NCAP: ★★★★★ Driver Power: N/A					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590
Premium: add £3050 to Advance N Line S: add £2020 to N Line					
I30 Tourer - 4585x1795mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26755
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755
Ioniq 5 - 4655x1890mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010
Premium: add £5500 to Advance N Line S: add £5000 to N Line					
Ioniq 6 - 4855x1880mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550
Ultimate: add £3500 to Premium					
Instar - 3825-3845x1610mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055
Bayon - 4180x1775mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775
Ultimate: add £1400 to Premium					
Kona - 4350x1825mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000
N Line S: add £2400 to N Line, add £2700 to EV Ultimate: same price as N Line S					
Tucson - 4510x1865mm					
Euro NCAP: ★★★★★ Driver Power: 13th					
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485
Premium: same price as N Line N Line S: add £2500 to N Line Ultimate: same price as N Line S					
Santa Fe - 4830x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49495
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745
Six seats: add £1000 to Calligraphy					
Ioniq 9 - 5060x1980mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
110kWh (218) auto Premium	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595
Six seats: add £1000 to 427 Calligraphy					
INEOS					
Dealers: TBC Warranty: 5yrs/TBC mls					
Grenadier - 4895x1930mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0 T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0 T (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0 T (249) auto Station Wagon	25.9	8.8	286	50	£71385
Fieldmaster/TrialmasterEditions: add £7500					
Quartermaster - 5440x1930mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0 T (249) auto Utility Wagon	25.2	9.9	294	50	£66240
Fieldmaster/TrialmasterEditions: add £7500					
ISUZU					
Dealers: 103 Warranty: 5yrs/125000 mls					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
D-Max - 5280x1870mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arctic Trucks AT35 DC	32.5	12.7	241	40	£68326
JAECOO					
Dealers: N/A Warranty: 7yrs/100000 mls					
Jaecoo 7 - 4500x1865mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000
JEEP					
Dealers: 66 Warranty: 3yrs/60000 mls					
Avenger - 4084x1797mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999
Renegade - 4236x1805mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219
Compass - 4404x1874mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765
Wrangler - 4882x1894mm					
Euro NCAP: ★ Driver Power: N/A					
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870
Grand Cherokee - 4914x1979mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914
KGM MOTORS					
Dealers: 63 Warranty: 5yrs/100000 mls					
Tivoli - 4225x1810mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749
Korando - 4450x1870mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995
Torres - 4715x1890mm					
Euro NCAP: N/A Driver Power: N/A					
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£47149
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295
Actyon - 4740x1910mm					
Euro NCAP: N/A Driver Power: N/A					
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649
Rexton - 4850x1960mm					
Euro NCAP: N/A Driver Power: N/A					
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710
Musso - 5095-5405x1950mm					
Euro NCAP: N/A Driver Power: N/A					
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194
KIA					
Dealers: 187 Warranty: 7yrs/100000 mls					
Picanto - 3605x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615
EV4 - 4430x1860mm					
Euro NCAP: N/A Driver Power: N/A					
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

NEW CAR PRICES

MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Euro NCAP: N/A Driver Power: N/A				
37kWh (95) auto T03	165	12.7	0	N/A

C10 - 4739x1900mm				
Euro NCAP: ★★★★ Driver Power: N/A				
70kWh (218) auto C10	261	7.5	0	N/A

LEXUS

Dealers: 51 Warranty: 3yrs/60000 mls

E5 - 4975x1865mm				
Euro NCAP: ★★★★ Driver Power: N/A				

2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36
Premium Plus: add £5150 to Premium				

LM - 5130x1890mm				
Euro NCAP: N/A Driver Power: N/A				

2.5 Hybrid (250) auto 350h	42.1	9.1	152	29
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29
2.5 Hybrid (250) at AWD 350h Takumi	39.2	9.1	163	29

LBX - 4190x1825mm				
Euro NCAP: ★★★★ Driver Power: N/A				

1.5 Hybrid (136) auto Urban	65.7	9.6	105	23
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24
Design: add £1100 to Premium Plus, add £1000 to Takumi				

UX - 4495x1840mm				
Euro NCAP: ★★★★ Driver Power: N/A				

2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31
72.8kWh (204) auto 300h Urban	27.9	7.5	0	38
72.8kWh (204) auto 300e Prem	27.9	7.5	0	38
72.8kWh (204) at 300e Prem Plus	27.9	7.5	0	38
72.8kWh (204) auto 300e Takumi	27.9	7.5	0	38
F Sport Design: add £2600 to Urban F Sport Takumi: add £5300 to F Sport				

NX - 4660x1865mm				
Euro NCAP: ★★★★ Driver Power: N/A				

2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40
2.5 PHEV (309) at 450h+ Prem AWD	31.9	6.3	22	40
2.5 PHEV (309) at 450h+ F Spt AWD	25.6	6.3	25	40
2.5 PHEV (309) at 450h+ T'mi AWD	25.6	6.3	26	43
Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport AWD				

RZ - 4805x1895mm				
Euro NCAP: ★★★★ Driver Power: N/A				

71.4kWh (204) auto 300e Urban	297	8.0	0	38
71.4kWh (204) auto 300e Premium	295	8.0	0	38
71.4kWh (204) auto 300e Takumi	267	8.0	0	40
71.4kWh (313) auto 450e Premium	271	5.6	0	44
71.4kWh (313) auto 450e Takumi	252	5.6	0	45
Premium Plus: add £2300 to Premium				

RX - 4890x1920mm				
Euro NCAP: ★★★★ Driver Power: N/A				

2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46
2.5 PHEV (309) at 450h+ Premium	25.6	6.5	25	44
2.5 PHEV (309) auto 450h+ F Sport	25.6	6.5	25	44
2.5 PHEV (309) auto 450h+ Takumi	25.6	6.5	25	44
Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium				

LOTUS

Dealers: 18 Warranty: 3yrs/36000 mls

Emeya - 5139x2005mm				
Euro NCAP: N/A Driver Power: N/A				

102kWh (611) auto Emeya	360	4.2	0	N/A
102kWh (611) auto Emeya S	344	4.2	0	N/A
102kWh (917) auto Emeya R	298	2.8	0	N/A

Eletre - 5103x2135mm				
Euro NCAP: N/A Driver Power: N/A				

112kWh (611) auto Eletre	373	4.5	0	50
112kWh (611) auto Eletre S	373	4.5	0	50
112kWh (917) auto Eletre R	304	3.0	0	50

Emira - 4413x1895mm				
Euro NCAP: N/A Driver Power: N/A				

3.0T (360) auto First Edition	30.7	4.3	208	N/A
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A
3.5 V6 S/C (400) auto First Edition	27.0	4.6	258	N/A

McLAREN

Dealers: 8 Warranty: 3 years

Artura - 4539x1976mm				
Euro NCAP: N/A Driver Power: N/A				

3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50

750S - 4569x2161mm				
Euro NCAP: N/A Driver Power: N/A				

4.0 V8TT auto 750S	23.2	2.8	276	50
4.0 V8TT auto 750S Spider	23.2	2.8	276	50

GTS - 4683x2045mm				
Euro NCAP: N/A Driver Power: N/A				

4.0 V8TT (635) auto GT	26.2	3.2	270	50
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MASERATI

Dealers: 9 Warranty: 3yrs/unlimited mls

Grecale - 4847x1979mm				
Euro NCAP: N/A Driver Power: N/A				

2.0T (300) auto GT	32.1	5.6	199	N/A
2.0T (330) auto Modena	31.4	5.3	203	N/A
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A
105kWh (550) auto Folgore	31.0	4.1	0	N/A

GranTurismo - 4966x1957mm				
Euro NCAP: N/A Driver Power: N/A				

3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A
GranCabrio: add £5995 to Trofeo, add £5660 to Folgore				

MC20 - 4669x1965mm				
Euro NCAP: N/A Driver Power: N/A				

3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A

MAXUS

Dealers: 57 Warranty: 5yrs/100000 mls

Mifa 7 - 4907x1885mm				
Euro NCAP: ★★★★ Driver Power: N/A				

77kWh (241) auto Elite	255	N/A	0	N/A
77kWh (241) auto Luxury	255	N/A	0	N/A
90kWh (241) auto Premium	298	N/A	0	N/A

Mifa 9 - 5270x2000mm				
Euro NCAP: ★★★★ Driver Power: N/A				

90kWh (241) auto Elite	269	9.9	0	N/A
90kWh (241) auto Luxury	269	9.9	0	N/A
90kWh (241) auto Premium	269	9.9	0	N/A

T90 EV - 5365x1900mm				
Euro NCAP: N/A Driver Power: N/A				

89kWh (177) auto Elite 2WD	205	N/A	0	N/A
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MAZDA

Dealers: 154 Warranty: 3yrs/60000 mls

2 Hybrid - 3940x1745mm				
Euro NCAP: ★★★★ Driver Power: N/A				

1.5 VVT-Hy (116) at Centre-Line	74.3	9.7	87	14
1.5 VVT-Hy (116) at Exclu-Line	74.3	9.7	92	14
1.5 VVT-Hy (116) at Homura	74.3	9.7	97	14
1.5 VVT-Hy (116) at Homura+	74.3	9.7	98	15

3 - 4460x1795mm				
Euro NCAP: ★★★★ Driver Power: N/A				

2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17
2.5 Skyactiv-G (140) at Excl-Li	44.8	9.5	141	18
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23
2.0 e-Skyactiv-X (186) at Excl-Li	47.1	8.5	138	22
Saloon: same price (Skyactiv X Exclusive-Line only) Homura: add £500 to Centre-Line Takumi: add £1200 to Exclusive-Line				

CX-30 - 4395x1795mm				
Euro NCAP: ★★★★ Driver Power: N/A				

2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15
2.5 e-Skyactiv G (140) at Excl-Li	42.8	10.3	147	16
2.0 e-Skyactiv-X (186) Centre-Line	49.6	8.3	129	20
2.0 e-Skyactiv-X (186) Exclusive-Li	49.6	8.3	128	20
2.0 e-Skyactiv-X (186) Takumi AWD	46.3	8.8	139	21
2.0 e-Skyactiv-X (186) at Centre-Li	46.3	8.6	139	19
2.0 e-Skyactiv-X (186) at Excl-Li	46.3	8.6	140	19
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21
Homura: add £1100 to Centre-Line Takumi: add £2400 to Exclusive-Line				

CX-30 - 4395x1795mm				
Euro NCAP: ★★★★ Driver Power: N/A				

830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

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NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995
Captur - 4239x1797mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 TcE (90) Evolution	47.9	13.3	133	11	£22195
1.0 TcE (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795
Symbioz - 4413x1797mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.3 TcE (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795
Scenic E-Tech - 4470x1864mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195
Austral - 4510x1825mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695
Rafale - 4710x1866mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£46995
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695
ROLLS-ROYCE					
Dealers: 6 Warranty: 4yrs/unlimited mls					
Cullinan - 5341x2164mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000
Ghost - 5545-5715x2148mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000
Phantom - 5762-5982x2018mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000
Spectre - 5475x1996mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
120kWh (577) auto	323	4.5	0	50	£332000
SEAT					
Dealers: 128 Warranty: 3yrs/60000 mls					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	10.3	123	12	£22105
1.0 TSI (95) Xcellence	51.4	10.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655
SE Technology: add £1070 to SE					
FR Sport: add £915 to FR					
Xcellence Lux: add £1250 to Xcellence Anniversary					
Edition: add £955 to FR Sport					
Leon - 4368x1991mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420
Leon ST Estate: add £1480					
SE Dynamic: add £1680 to SE					
FR Sport: add £1915 to FR					
(not 1.0 TSI manual)					
Arona - 4138x1780mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240
FR Sport: add £1065 to SE					
FR Sport: add £1170 to FR Xperience					
Lux: add £1665 to Xperience					
Ateca - 4381x1841mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505
SE Technology: add £875 to SE					

FR Sport: add £2545 to FR Xperience					
Lux: add £3285 to Xperience					
SERES					
Dealers: TBC Warranty: 5yrs/75000 mls					
Seres 3 - 4385x1850mm					
Euro NCAP: N/A Driver Power: N/A					
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995
SKODA					
Dealers: 135 Warranty: 3yrs/60000 mls					
Fabia - 4108x1780mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780
Scala - 4362x1793mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£25905
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605
SE L Edition: add £1800 to SE Edition					
Octavia - 4698x1829mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£32390
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TDI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775
Octavia Estate - 4698x1829mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£32885
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TDI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805
Superb - 4912x1849mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto 4x4 SE Technology	58.0	9.2	128	24	£36390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740
Superb Estate - 4902x1849mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI IV (204) auto SE Technology	78.4	8.1	8	29	£41465
1.5 TSI IV (204) auto SE L	68.2	8.1	9	30	£44820
1.5 TSI IV (204) auto L&K	73.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.5	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040
Kamii - 4241x1793mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130
Monte Carlo Edition: add £2100 to SE L Edition					
Elroq - 4488x1884mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600
Enyaq - 4658x1879mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175
Excel: add £2985 to Design (not PHEV) GR Sport: add £4545 to Hybrid Design AWD, add £4815 to PHEV Design					

Land Cruiser - 4925x1980mm Euro NCAP: N/A Driver Power: N/A					
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1765mm Euro NCAP: ★★☆☆ Driver Power: N/A					
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£41960
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 Warranty: 3yrs/60000 mls Corsa - 4055x1765mm Euro NCAP: ★★☆☆ Driver Power: 43rd					
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625
Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric					

Astra - 4374x1860mm Euro NCAP: ★★☆☆ Driver Power: 3rd					
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
54kWh (156) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (125) auto GS	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240
Sports Tourer:estate: add £2200 Ultimate: add £3115 to GS 1.2T, PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric					

Combo Life Electric - 4403-4753x1921mm Euro NCAP: ★★☆☆ Driver Power: N/A					
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm Euro NCAP: ★★☆☆ Driver Power: N/A					
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795
Design: add £5605 to 75kWh Combi Ultimate: add £5325 to Design					

Mokka - 4151x1791mm Euro NCAP: N/A Driver Power: 18th					
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905
Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric					

Frontera - 4385x1795mm Euro NCAP: N/A Driver Power: N/A					
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395
Seven seats: add £550 to 1.2 GS					

Grandland - 4477x1856mm Euro NCAP: ★★☆☆ Driver Power: N/A					
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 Warranty: 3yrs/60000 mls Polo - 4074x1751mm Euro NCAP: ★★☆☆ Driver Power: 34th					
1.0 (80) Life	52.7	15.6	122	1	£21470
1.0 TSI (95) Life	55.2	10.8	116	8	£22410
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24810
1.0 TSI (95) Edition 50	51.7	10.8	124	11	£26350
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23845

1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27470
1.0 TSI (115) auto Black Edition	50.0	9.8	129	11	£27970
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30740
Match: add £690 to 1.0 TSI (95) Life					

Golf - 4284x1789mm Euro NCAP: ★★☆☆ Driver Power: 49th					
1.5 TSI (115) Life	53.6	9.9	121	17	£28150
1.5 TSI (115) Match	52.8	9.9	122	17	£28325
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	52.0	8.6	124	21	£29465
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31490
1.5 eTSI (150) auto Match	54.8	8.4	117	22	£31065
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£33090
1.5 TSI PHEV (204) auto Match	1084.1	7.2	6	26	£36420
1.5 TSI PHEV (272) auto GTE	863.2	6.6	8	30	£40140
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40875
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£43215
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45800
2.0 TDI (115) Match	64.6	10.2	115	19	£30120
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34890
Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) R-Line Black Edition: add £1000 to R-Line R-Black Edition: add £1250 to R					

Golf Estate - 4633x1789mm Euro NCAP: ★★☆☆ Driver Power: 49th					
1.5 TSI (115) Life	52.5	10.2	123	17	£29500
1.5 TSI (115) auto Life	53.9	10.3	119	17	£31100
1.5 TSI (150) Life	51.5	8.8	125	21	£30630
1.5 TSI (150) Style	50.2	8.8	128	22	£32300
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£32320
1.5 eTSI (150) auto Style	54.2	8.6	119	23	£33900
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£47150
2.0 TDI (115) Life	64.4	10.5	115	19	£31295
2.0 TDI (150) auto Style	61.0	8.4	122	24	£35695
R-Line: add £540 to Style					

ID.3 - 4261x1809mm Euro NCAP: ★★☆☆ Driver Power: N/A					
52kWh (170) auto Pure Essential	241	8.2	0	20	£30860
58kWh (204) auto Pro Essential	249	7.6	0	26	£35740
77kWh (204) auto Pro S Essential	366	8.2	0	30	£39230
79kWh (326) auto GTX Performance	369	5.7	0	34	£46325
Match: add £710-£1360 to Essential					

Passat Estate - 4917x1849mm Euro NCAP: ★★☆☆ Driver Power: N/A					
1.5 eTSI (150) auto Life	52.6	9.2	122	25	£39950
1.5 eTSI (150) auto Elegance	52.3	9.2	123	26	£43045
1.5 eTSI (150) auto R-Line	50.9	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47715
1.5 TSI PHEV (204) auto Life	904.6	8.1	7	30	£44555
1.5 TSI PHEV (204) auto Elegance	882.5	8.1	7	32	£47650
1.5 TSI PHEV (204) auto R-Line	789.5	8.1	8	32	£48900
1.5 TSI PHEV (272) auto Elegance	853.3	7.1	8	34	£50370
1.5 TSI PHEV (272) auto R-Line	760.9	7.1	8	34	£51420

ID.7 - 4961x1862mm Euro NCAP: ★★☆☆ Driver Power: N/A					
77kWh (286) auto Pro Match Plus	380	6.5	0	38	£51005
86kWh (286) auto Pro S Match Plus	433	6.6	0	39	£54490
86kWh (340) auto 4MOTION GTX+	364	5.4	0	41	£59110

ID.7 Tourer - 4961x1862mm Euro NCAP: ★★☆☆ Driver Power: N/A					
77kWh (286) auto Pro Match Plus	372	6.6	0	38	£51795
86kWh (286) auto Pro S Match Plus	422	6.7	0	38	£55280
86kWh (340) auto 4MOTION GTX+	357	5.5	0	41	£59900

ID.Buzz - 4962-4712x1985mm Euro NCAP: ★★☆☆ Driver Power: N/A					
79kWh (286) auto Life SWB	283	7.6	0	37	£59135
79kWh (286) auto Life Style SWB	277	7.6	0	40	£63935
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67335
86kWh (286) auto Life LWB	293	7.9	0	37	£59645
86kWh (286) auto Life LWB	286	7.9	0	40	£64445
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£68045
Six seats: add £150 to SWB					

Caddy - 4500-4853x1855mm Euro NCAP: ★★☆☆ Driver Power: N/A					
1.5 TSI (116) SWB	43.5	11.9	149	8	£29113
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36215
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£35129
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£38447
2.0 TDI (102) SWB	53.3	13.5	140	9	£30757
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£33655
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£34303
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£37201
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364
Maxi: add £1003-£1378 to SWB					

Multivan - 4973-5173x1941mm						
Euro NCAP: ★★☆☆ Driver Power: N/A						
1.5 TSI PHEV (245) at 4MOT Life	353.1	9.0	19	36	£54525	
1.5 TSI PHEV (245) at 4MOT Style	313.9	9.0	19	36	£65385	
1.5 TSI PHEV (245) at 4MT Life Long	313.9	9.0	19	37	£56001	
1.5 TSI PHEV (245) at 4MT Styl Long	313.9	9.0	20	37	£66825	
2.0 TSI (204) auto Style	31.7	9.0	202	26	£66925	
2.0 TSI (204) auto Style Long	31.7	9.0	203	27	£66925	
2.0 TDI (150) auto Life	43.5	11.6	172	26	£49913	
2.0 TDI (150) auto Style	43.5	11.6	171	30	£61411	
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£51371	
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£62869	



I HOPE and pray that the Ford Motor Company knows what it's doing. But, increasingly, I fear for it, its future and its paying customers.

My concerns began in the 2010s when a bloke called Jim Hackett got a job at the firm's world HQ. After a lifetime in the detergent and furniture industries, he was in his sixties and shopping for a pipe and slippers prior to imminent retirement. But the Ford offer came along, and he fancied the idea of entering the automotive business he knew next to nothing about, so he took the gig as his last hurrah.

Trouble was, in 2017 he was somehow given the job (and multi-million-dollar annual salary package) of CEO of the entire Ford empire. His lack of industry knowledge was obvious. He was one of those here-today, gone-tomorrow types who spent only a small part of his working life in the car business. Yet he had a profound impact on it.

One of his most controversial and damaging decisions was to announce Ford's gradual abandonment of the car business while concentrating instead on making and selling trucks, utility vehicles, vans and the like. Utter madness. But that's what he thought and that's the suicidal road he took. First to bite the dust in early 2022 was the Mondeo, despite the fact that it sold well. One year later, the even better-selling, more accessible Fiesta was killed off. Then earlier this month the last Focus rolled off the production line.

True, Hackett left the company in late 2020, before this trio was murdered. But thanks to his 'we're a truck company' edict, he has to accept most of the blame for the death of these cars, two of which (the Fiesta and Focus) are as relevant as the still strong-selling VW Polo and Golf. What's next to go? The Puma? We need a yes or no from the company.

The murder of the Mondeo and Fiesta was one of the main reasons why Ford lost its number one status in the UK sales league. Now that the Focus has gone, the company is in danger of selling even fewer cars – especially as the customers who used to buy them can still get their Mondeo, Fiesta and Focus-type models from other brands.

We were promised an update on Ford's passenger car business this month, but alas, that now appears to have been pushed back into 2026. How much longer can the company wait before either hedging its bets on trucks and commercial vehicles, or going all-in on EVs? I doubt we'll see the return of small cars like the Fiesta – although, as we found out at China's Shanghai Auto Show in April, tech tie-ups with automotive giants such as Volkswagen aren't out of the question.

There's a danger Ford is shooting itself in both feet here. Current sales figures prove it. As does the mass defection of once-loyal Mondeo, Fiesta and Focus customers to rival brands. Uncle Henry – the ultimate car guy – must be turning in his grave.

MIKE RUTHERFORD

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VW Golf R32 vs Alfa Romeo 147

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Figures shown are for comparability purposes. Only compare fuel consumption, CO₂ and electric range figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted, variations in weather, driving styles, route profile, vehicle load and lithium-ion battery age and condition.